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# TWENTY-FOURTH ANNUAL REPORT

OF THE

# RAILROAD COMMISSIONERS

FOR THE

STATE OF SOUTH CAROLINA.

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\_\_\_\_\_  
1902.  
6  
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J. C. WILBORN, *Chairman*,  
C. W. GARRIS,  
J. H. WHARTON, } Commissioners.

D. P. DUNCAN, *Secretary*.

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\_\_\_\_\_  
COLUMBIA, S. C.  
THE STATE COMPANY, STATE PRINTERS.  
1903.

## LETTER OF TRANSMITTAL.

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OFFICE OF RAILROAD COMMISSIONERS,  
COLUMBIA, S. C., JANUARY 1, 1903.

*To His Excellency M. B. McSweeney, Governor of South Carolina.*

Sir: We have the honor to transmit the twenty-fourth Annual Report of the Railroad Commissioners of South Carolina for the year ending June 30, 1902.

Yours respectfully,  
J. C. WILBORN, CHAIRMAN.

D. P. DUNCAN, Secretary.

2113140

## REPORT.

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*To the Honorable, the Senators and Members of the House of Representatives of South Carolina.*

In obedience to the law enacted in Section 1620 of the Revised Statutes of the State, we, the Board of Railroad Commissioners, acting under the authority of said Section, do make and submit herewith our twenty-fourth Annual Report.

An unbroken custom with former Commissioners has been to open the Report with their tabulations, one detailing the annual mileage growth, another showing the assessment per mile for taxation, and the third a general exhibit of earnings and expenditures. For convenience this plan will be followed here, with a fourth table added, which we have secured from the Interstate Commerce Commission, showing the average tax per mile paid by the railroads throughout the United States, by States. A study of the latter table will, of course, be new and *per se*, not particularly valuable information; but the comparison is a very striking one and may stimulate such investigation as may prove the wisdom of some changes in our present system of railroad taxation.

In these tabulations the following order will be observed:

1. The progress of railroad construction.
2. Railroad assessment per mile.
3. Tax per mile by States in the United States.
4. Earnings and expenditures.

### THE PROGRESS OF RAILROAD CONSTRUCTION.

This table shows that there are now in operation in this State 3,064 miles of railroad, exclusive of the Aiken and Augusta Railroad, an electric line opened up for freight and passengers since June 30. We have now one mile of railroad for every 10 square miles of territory, or a mile for every 440 of population. A comparison of these figures with those of other Southern States must be very gratifying to South Carolina. The beginning and growth has been as follows:



The following table shows the progress of railroad construction in South Carolina; and also the total mileage up to date:

Year.	Miles Completed.	Miles in Operation.
1833.. . . . .	137.	137.
1840.. . . . .	68.	205.
1848.. . . . .	37.	242.
1852.. . . . .	116.5	358.5
1853.. . . . .	203.8	562.3
1854.. . . . .	122.9	695.2
1857.. . . . .	102.	792.2
1859.. . . . .	101.4	898.6
1860.. . . . .	93.75	992.35
1869.. . . . .	85.	1,077.35
1871.. . . . .	21.	1,098.35
1873.. . . . .	247.3	1,345.65
1877.. . . . .	10.	1,355.65
1878.. . . . .	4.	1,359.65
1879.. . . . .	45.65	1,406.15
1880.. . . . .	6.6	1,412.75
1881.. . . . .	51.	1,463.75
1882.. . . . .	49.	1,512.75
1883.. . . . .	39.	1,551.75
1884.. . . . .	10.5	1,562.25
1885.. . . . .	78.	1,640.25
1886.. . . . .	114.3	1,754.55
1887.. . . . .	58.4	1,812.95
1888.. . . . .	100.97	1,913.92
1889.. . . . .	170.21	2,084.13
1890.. . . . .	105.78	2,189.91
1891.. . . . .	168.57	2,358.48
1892.. . . . .	181.57	2,540.05
1893.. . . . .	12.4	2,552.45
1894.. . . . .	7.04	2,559.49
1895.. . . . .	61.89	2,621.38
1896.. . . . .	6.56	2,627.94
1897.. . . . .	29.18	2,652.12
1898.. . . . .	26.	2,678.12
1899.. . . . .	91.	2,639.99
1900.. . . . .	202.81	2,841.80

1901 . . . . .	39.	2,880.80
1902 . . . . .	37.59	2,918.39
Remeasurement with branch mileage not included above . . . . .		146.21
		<hr/>
Entire mileage to June 30th, 1902 . . . . .		3,064.60

The itemized mileage of each road will be found in Table No. 15 of Abstract Reports.

### RAILROAD ASSESSMENT PER MILE.

The assessment of the railroads of the State is not a duty devolving upon the Commission, except through the *ex-officio* relationship of the Commission through its Chairman to the State Board of Equalization. But the table of assessments are entered here because it is information very naturally looked for in a report from a Board of Railroad Commissioners.

The assessment of the railroad property of the per mile, as fixed by the Board of Railroad Assessors and Board of Equalization:

	Per Mile.
Ashley River R. R. . . . .	\$11,000 00
Asheville and Spartanburg R. R. . . . .	9,000 00
Atlanta and Charlotte Air Line (Southern Ry.) . . . .	16,000 00
Berkeley R. R. . . . .	1,500 00
Blue Ridge R. R. . . . .	3,000 00
Branchville and Bowman R. R. . . . .	1,500 00
Carolina Midland R. R. (Southern Ry.) . . . . .	10,000 00
Carolina Midland, Seivern Branch (Southern Ry.) . . . .	1,500 00
Carolina and Cumberland Gap Branch (Southern Ry.) . .	2,500 00
Central of South Carolina (Atlantic Coast Line) . . . .	8,000 00
Charleston and Savannah Ry. (Plant System) . . . . .	13,000 00
Charleston and Savannah, Sea Island Branch (Plt. Syst.)	5,000 00
Charlotte, Columbia and Augusta (Southern Ry.) . . . .	13,000 00
Cheraw and Darlington, Salisbury Div. (A. C. L. R. R.)	4,000 00
Cheraw and Darlington Main Line (A. C. L. R. R.) . .	6,000 00
Chesterfield and Kershaw Div. (S. A. L.) . . . . .	10,000 00
Cheraw and Darlington, Gibson Div. (A. C. L.) . . . . .	7,500 00
Carolina and Northern R. R. . . . .	2,750 00
Columbia and Greenville R. R. (Southern Ry.) . . . . .	10,000 00
Columbia and Greenville, Abbeville Branch (So. Ry.) . .	4,000 00

Columbia, Newberry and Laurens R. R. . . . .	5,000 00
Conway and Seashore R. R. . . . .	1,500 00
Charleston and Western Carolina (A. C. L. R. R.) . . . .	7,500 00
Conway Branch (A. C. L. R. R.) . . . . .	5,000 00
East Shore Terminal Ry. . . . .	10,000 00
Florence Railroad (A. C. L. R. R.) . . . . .	15,000 00
Florence Railroad, Latta Branch (A. C. L. R. R.) . . . . .	4,000 00
Florida, Central and Peninsular (S. A. L. R. R.) . . . .	10,000 00
Florence Railroad, Lucknow Branch (A. C. L. R. R.) . . .	2,000 00
Georgetown and Western R. R. . . . .	4,000 00
Georgia, Carolina and Northern (S. A. L. R. R.) . . . .	10,000 00
Glenn Springs R. R. . . . .	2,000 00
Green Pond, Walterboro and Western (Plant Syst.) . . .	5,000 00
Hampton and Branchville R. R. . . . .	1,000 00
Hartsville R. R. (A. C. L.) . . . . .	2,500 00
Manchester and Augusta R. R. (A. C. L. R. R.) . . . . .	10,000 00
Manchester and Augusta Pregnalls Branch (A. C. L.) . . .	5,000 00
Manchester and Augusta, Darlington Branch (A. C. L.) . .	6,000 00
Northeastern R. R. (A. C. L. R. R.) . . . . .	16,000 00
Palmetto R. R. (S. A. L. R. R.) . . . . .	10,000 00
Pickens R. R. . . . .	1,500 00
South Carolina and Georgia R. R. (Southern Ry.) . . . .	15,000 00
South Carolina and Georgia Extension R. R. . . . .	5,000 00
South Carolina and Georgia, Camden Branch (So. Ry.) . .	10,000 00
South Carolina and Pacific R. R. . . . .	8,000 00
South Bound Division (S. A. L. R. R.) . . . . .	10,000 00
Spartanburg, Union and Columbia (Southern Ry.) . . . .	9,000 00
Seivern and Knoxville R. R. (Southern Ry.) . . . . .	1,500 00
Sumter and Wateree R. R. (Southern Division) . . . . .	5,000 00
Walterboro and Western Branch (Plant System) . . . . .	2,500 00
Wilmington, Columbia and Augusta (A. C. L. R. R.) . .	11,000 00
Wil., Col. and Aug. from Pee Dee to Florence (A. C. L.) .	15,000 00
Northwestern R. R. . . . .	3,000 00
Lockhart R. R. . . . .	1,500 00
Carolina Midland, Allendale and Hardeeville (So. Ry.) . .	10,000 00
Manchester and Augusta (Lucknow) . . . . .	2,000 00
Northwestern Ry. of S. C. . . . .	3,000 00



## TAX PER MILE OF RAILROAD PAID IN THE STATES OF THE UNITED STATES.

This table is published here, because it, in very condensed form, makes a comparison of this State with the others of the Union in a matter which always engages more or less of legislative attention :

STATEMENT SHOWING TAXES AND ASSESSMENTS OF THE RAILWAYS IN THE UNITED STATES, BY STATES AND TERRITORIES, FOR THE YEAR ENDING JUNE 30, 1901, PER MILE OF LINE.

State or Territory.	Per Mile of Line.	State or Territory.	Per Mile of Line.
Alabama.. . . .	\$183 00	New Jersey.. . . .	\$728 91
Arkansas.. . . .	139 26	New York.. . . .	552 51
California.. . . .	250 81	North Carolina.. . . .	114 51
Colorado.. . . .	240 44	North Dakota.. . . .	169 99
Connecticut.. . . .	1,006 78	Ohio.. . . .	323 29
Delaware.. . . .	262 97	Oregon.. . . .	148 46
Florida.. . . .	139 12	Pennsylvania.. . . .	397 95
Georgia.. . . .	107 60	Rhode Island.. . . .	890 46
Idaho.. . . .	197 95	South Carolina.. . . .	145 33
Illinois.. . . .	420 63	South Dakota.. . . .	94 31
Indiana.. . . .	395 49	Tennessee.. . . .	232 20
Iowa.. . . .	164 14	Texas.. . . .	104 97
Kansas.. . . .	251 63	Utah.. . . .	159 02
Kentucky.. . . .	277 01	Vermont.. . . .	143 44
Louisiana.. . . .	253 63	Virginia.. . . .	194 80
Maine.. . . .	167 77	Washington.. . . .	178 14
Maryland.. . . .	278 79	West Virginia.. . . .	222 28
Massachusetts.. . . .	1,366 32	Wisconsin.. . . .	258 79
Michigan.. . . .	167 60	Wyoming.. . . .	140 37
Minnesota.. . . .	216 52	Arizona.. . . .	122 17
Mississippi.. . . .	166 86	District of Columbia.. . . .	577 61
Missouri.. . . .	188 20	Indian Territory.. . . .	11 26
Montana.. . . .	105 26	New Mexico.. . . .	161 72
Nebraska.. . . .	200 73	Oklahoma.. . . .	152 56
Nevada.. . . .	143 53		
New Hampshire.. . . .	330 96	Total.. . . .	\$261 86

## EARNINGS AND EXPENDITURES.

During the fiscal year ending June 30th, 1902, the  
railroads of this State earned.....\$11,785,946 52  
For the same period last year..... 11,131,378 58

Gross gain this year over last..... \$648,567 94

The expense of operation, including taxes for this year  
was .....\$8,146,308 09  
The expenses for last year..... 7,795,424 19

Net increase of expenses..... \$350,883 90

The increase of gross earnings per mile this year over last amounts to \$212 per mile, while the increase of cost of operation and taxes amounts to \$114 per mile.

The taxes of the railroads for the past three years are: for 1902, \$472,171.14; for 1901, \$414,240.74; for 1900, \$433,507.91. Taxes for this year exceed taxes for last year \$57,930.40, but the taxes for last year were \$19,267.17 less than for the year 1900.

The cost of operation per mile this year is for the total mileage, including taxes, \$2,658.00.

All facts of statistical importance will be found detailed on the latter pages of this Report.

### SYNOPSIS OF RAILROAD EARNINGS.

Earnings of all Roads of the State for the Year Ending June 30, 1902.

Earnings from all sources.....	\$11,785,946	52
Total expenses, less taxes, maintenance of way and structures, maintenance of equipment, conducting transportation, general expenses.....	7,674,136	95
Earnings from operation and all sources.....	4,111,809	57
Taxes .....	472,171	14
Income less fixed charges and taxes (less deficit)....	3,640,590	24
Increase in gross earnings over earnings of 1901....	\$648,567	94
Gross earnings per mile.....	3,845	85
Operating expenses per mile.....	2,504	15
Average income all lines less expenses, per mile....	1,341	70
Percentage of operating expenses to gross earnings...		65.11

GENERAL EXHIBIT, JUNE 30, 1902.

NAME OF ROAD.

	Total Income all Sources.	Total Expenses. Maintenance of Ways and Structures, Main- tenance of Equipment, General Expenses.	Total Income Less Expenses.	Taxes.	Net Income Less Expenses and Taxes.	Income from Opera- tion per mile of Road.	Miles.
1. Asheville and Spartanburg Railroad.....	\$527979 89	\$300448 24	\$227531 65	\$15277 35	\$212254 30	\$23 07	92 00
2. Atlanta and Charlotte Air Line Railroad.....	1339014 63	894535 06	444479 57	35237 51	407542 06	32 64	124 00
3. Atlantic Coast Line System.....	2988117 39	1476364 58	1511752 81	115681 53	1040121 51	15 91	658 70
4. Blue Ridge Railroad.....	77242 92	62991 83	14251 09	1941 41	12309 68	8 66	44 00
5. Branchville and Bowman Railroad.....	4735 99	3160 04	1575 95	250 00	1325 95	1 82	14 50
6. Carolina Midland Railroad.....	387906 95	291331 75	96475 20	20625 30	75849 90	5 52	136 76
7. Carolina Northern Railroad.....	7353 56	6335 50	518 06	.....	518 06	5 27	19 00
8. Carolina Northern and Northwestern Railroad.....	57042 90	33950 06	23092 82	1653 85	21438 97	5 79	37 00
9. Charleston and Savannah Railroad.....	877696 89	662574 09	215122 80	37450 49	177372 31	5 81	339 58
10. Charleston and Western Carolina Railroad.....	.....	.....	.....	.....	.....	.....	.....
11. Chesterfield and Lancaster Railroad.....	2238 58	3724 43	*1440 85	372 05	*1812 90	.....	15 00
12. Conway and Seashore Railroad.....	190593 95	123711 49	56882 46	6873 06	50004 40	6 66	75 00
13. Columbia, Newberry and Laurens Railroad.....	202528 67	119628 26	82900 21	27752 26	54947 95	15 23	36 00
14. Georgetown and Western Carolina Railroad.....	5213 76	3761 46	1452 30	305 84	1146 46	1 14	10 00
15. Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....
16. Green Pond, Walterboro and Branchville Railroad.....	16954 42	8912 31	8042 11	300 00	7742 08	4 83	16 00
17. Hampton and Branchville Railroad.....	41655 01	33847 80	7807 21	1524 38	6282 83	2 72	28 40
18. Lancaster and Chester Railroad.....	.....	.....	.....	.....	.....	.....	.....
19. Lockhart Railroad.....	82452 68	41149 50	41303 18	3860 00	37353 18	.....	69 62
20. Northwestern Railroad of South Carolina.....	5168 75	5872 77	*104 02	238 90	*342 92	.....	9 00
21. Seaboard Air Line (consolidated).....	1442271 09	949765 92	492505 17	50342 52	442162 65	12 97	340 88
22. Seavern and Knoxville Railroad.....	4580 89	10142 12	*5281 23	340 86	*5602 09	.....	17 44
23. South Carolina and Georgia Railroad.....	1327560 61	925187 96	402372 65	59235 06	343137 59	13 35	256 92
24. South Carolina and Georgia Extension Railroad.....	199496 60	169698 83	29887 77	11138 02	18751 75	.....	118 30
25. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....	.....	.....
26. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....
27. East Shore Terminal Company (Charleston).....	41184 12	18406 40	22777 72	.....	25777 72	51 55	5 02
28. Southern Railway Company (South Carolina).....	1542890 65	1053917 07	489973 58	61290 36	428073 22	11 80	362 88
29. The Savannah, Florida and Western Railway Company.....	707154 84	438448 56	22776 28	20126 53	20657 75	14 92	147 89
30. The Savannah, Florida and Western Railway Company.....	\$11785946 52	\$7674136 95	\$4111800 57	\$472171 14	\$3840560 24	.....	.....

\*Deficits are not added in this statement, except the taxes. †The S. F. & W. Ry. Co. consists of the C. & S., Youngs Island, G. P., W. & B. Railroad.  
 ‡Included in report of S. C. & Ga. R. R. §Included in report of Southern.



## PRINTED REPORTS.

The number of printed Annual Reports of this Board is limited to 300, as may be seen by reference to page 701 of the Acts of 1898. This supply is totally inadequate to the demand and we suggest that the number be permanently increased. As an argument we mention the fact that by law about 200 of these reports are distributed to the members of the General Assembly. About 50 are exchanged with other States and sent to libraries, leaving 50 for distribution to commercial bodies, individuals and railroad officials; so that legitimate requests will now exceed our supply by not less than 300. This recommendation is a repetition, in substance, of our suggestion last year, and the fact that we find our supply exhausted now bears out the force of our suggestion in the preceding report.

## ADVERTISING.

While we are discussing the subject of printed reports—the only documents containing any record of the orders, rules, and regulations of the Board—we desire to call your attention to the absence of any practical method of advertising to the public the orders and various circulars issued by the Board. We suggest that the contingent fund of the Commission should be large enough that a copious supply of circulars could be printed and mailed to persons and interests to be affected. We suggest as a second method the practice found to obtain in other States, that of running the circular as advertisement in the several daily papers of the State. At present the law provides no plan, and we believe that either of the plans mentioned above would accomplish much good. The people are entitled to this information, yet there is no way of advising them without cost.

## OFFICE HELP.

For the third time we feel bound to call your attention to the necessity of providing the office with the services of a competent typewriter and stenographer. We attribute the failure of the Legislature to meet this requirement in this office in the past to the fact that the report of the Board has gotten to the desks of the members very late in the session, not giving the proper time for investigation to members who wish to exercise great precaution in the expenditure of public funds. In this report we feel that this difficulty has been avoided. As a further reason why this additional help should be given the of-

fice, the correspondence has been trebled in the past four years. Formerly no pretension was made to keeping more than a meagre outline of any important hearing, but now we find it necessary to try to keep a record of every detail. Applications are frequently made for transcripts for use in legal investigations, which can never be given in a satisfactory manner until we are enabled to keep perfect records. It will be remembered that the tariff publications of the various railroads in the State based upon the Commission's tariff and classification constitute an enormous aggregation of figured schedules which should be duly and promptly checked, each and all, against those authorized by the Commission. Traffic into and out of the State, while it is not within the jurisdiction of our State Board, yet it constitutes a matter of no little concern to the Commission, because we undertake in a kind of mediatorial relationship to patron and carriers to call attention to all rate errors which may come to our attention, either upon complaint made or from investigation. All this work, a part of which must go undone unless we have help, is the work of a clerk; and a stenographer who may find his time not fully occupied in keeping up the record and the correspondence, would find ample occupation assisting the Commission to keep a proper check upon new rate issues. Since by comparison we often find the soundest reasons for reducing a rate, and so all comparisons to be valuable should be gotten up with the greatest care, we feel that this work should be done by the Commissioners themselves, but if the clerical work must be done by them, on account of its present volume, this more valuable work must suffer.

### PASSENGER SERVICE.

On 3,000 miles of road, segregated into various and opposing ownerships as is the mileage in this State, with indifferently located junctions, it is impossible to maintain perfect connection. Yet this is the condition to which the law points. There are left now in the State many junction points at which close connection is not made. It is very difficult sometimes to decipher where the next improvement will be made, but the end of each year witnesses greater facility for unbroken passage in all directions within the State. While improvements along this line are noteworthy, and while it is a fact that there are more passenger trains in operation now than at any other period of the State's railroad history, unless a greater number were in service during the recent exposition in the city of Charleston,

yet it is a fact that points in the State are very poorly served. This is the case with the branch lines where regular passenger trains are not operated, and the newer trunk lines over which through travel to Florida and the South pass.

### SEPARATE COACHES FOR THE RACES.

This is the fourth year of the existence of the law in this State which provides separate coaches for whites and negroes. On account of the unbalanced volume of travel of the two races, it has been quite impossible to fully separate them on all occasions, but conductors usually observe the law and sustain its intent where the two are forced into the same car. Such instances of violation as have been observed by the Commission have been called to the attention of the proper authorities, and we have found a considerable readiness on the part of the railroads to obey the law. We have had some complaint from sections of the State through which the Southern Railway operates its through vestibuled passenger trains. The Commission, of course, dismiss these complaints with the explanation that the law does not apply. Other complaints similarly disposed of have come from branch lines, and mixed train service on main lines. Barring these existing sources of complaint, the effect of the law is a very happy one.

### DEPOTS.

During the year many new depots have been built, most of them at the suggestion of the Commission. Many old ones have been remodeled. A statement in detail of these improvements will be found elsewhere in this report. The cities of Greenwood, Orangeburg and Anderson have now modern station room after more than two years of effort on the part of the Commission. We desire here to call attention to a few instances worthy, we think, of your serious consideration. The city of Charleston is now and has for many years been very poorly equipped with passenger station accommodations. It is extremely doubtful whether the Act of 1897 is applicable to Charleston, and, if it is not, the Commission could not enforce any but separate accommodations, which would be objectionable both to the city and to the public. The question of a union station for this city is one of long standing. Plans have been prepared possibly as many as three or four times for such an improvement, only to fail each time. The Commission, more than one year ago, made known their will-



ingness to assist the city in its efforts to secure these accommodations, or to take the matter in entire charge, but we were met with the explanation that there was of the City Board of Aldermen a committee on railroads who had this matter in charge, and that it was their conviction that the railroads entering Charleston would deal more liberally with the city in the absence of any interference on the part of the Commission. We have had no further advices upon this subject than such as have been published recently in the daily newspapers. No argument we might produce here could emphasize the need of this improvement to one who has any personal knowledge of the situation. Therefore, we leave this matter to your honorable body for such disposition as your wisdom may direct. Other points worthy of mention as being poorly accommodated are Cheraw, Spartanburg, Greenville, Chester, Fairfax and Allendale.

#### FREIGHT SERVICE.

In the last report by this Board to the Legislature, attention was invited to the very serious state of affairs brought on by the inadequate freight equipment of the railroads. The clamor of disappointed shippers was so great that Commission undertook to remedy as far as possible the difficulties encountered by shippers in obtaining their car supply, by the enactment of a set of rules to govern the railroads in placing cars after they were requested. So many objections were offered by the railroads, and so many protestations by them that such rules as we could make would hamper them in the movement of business offered, by giving into the hands of irresponsible people a means of detaining cars, that the Commission found it necessary to consume several months in investigation and discussion before the rules were put in shape for enforcement. We constructed these rules so as to carry a kind of demurrage charge against the carrier after a given period of time, if cars were not placed within a limited time after they were applied for. For a time it appeared to the Board that these rules would have the proper effect. But we are less confident now since the heavy freight season set in with the beginning of the movement of cotton in the early part of September. The greatest sufferers from this shortage in car supply seem to be lumbermen, and dealers in firewood. There are times when cars requested are not placed in ten days. The shipper very naturally suffers from the delay, not so greatly because of time lost, but, because by this indefinite movement of his offerings, he is unable to make positive con-

tracts. It is the law that the Commission must cause any carrier deficient in a car supply to obtain cars sufficient to accommodate freights offered. The Commission has not been negligent of this provision of law. But upon an investigation looking to the propriety of taking the steps provided, it was shown that the railroads have their unfilled orders in many instances of more than a year's standing with responsible car-builders. But this excuse for the railroads does not help the shipper, and as there seems now to be no way open to the Commission to remedy this very serious state of the country's means of transportation, we take the only step left us, that of calling it to your attention, with the hope that the Commission will be directed to a specific course in dealing with conditions of this kind in the future.

There has been very little complaint during the year against the railroads for delays of any other character, but the few that have been made tend to show that the system of interchange and forwarding is yet incomplete. The Commission has contemplated the adoption of a time limit between points, and this was not done because the Board did not feel that their authority was as plain as it might be.

### DEMURRAGE.

In the past three years there have been adopted by this Board, either at the direct command of the law, or indirectly from necessity, three sets of rules—one for loading and unloading cars, another for relieving warehouses, and still a third for the placing of cars. The first two of these codes—which are published with this report—have been in operation for three and two years respectively. The time allowed shippers under these rules is very liberal, being twenty-four hours in excess of that allowed by any other State, and the storage charges fixed in the second set of rules are considerably less than the charges allowed in other States for like services. The experience of the Board is that these rules, at first unpopular, are now working very satisfactorily. In the application the Commission reserves the right to review and make their order in all complaints. The third code, also published in this report, refers to the placing of cars, and as may be seen by reference to the rules themselves, is aimed at a more prompt furnishing of cars after application. Demurrage rules have such a wholesome influence that any hardships arising out of them should be removed by reform and not by the abolition of the rules. It is the only means of keeping equipment in the public service without unjust discrimination.

## CLAIMS.

Under this head we can do no better than to call your attention to what we said one year ago in regard to claims. We note no change in conditions, and the discussion is as applicable now as it was then. We said: "If we were called upon to point out the most fruitful source of difficulties and irritations between the people and the railroads, we would without hesitation mention the unsatisfactory method of paying for freights lost or stolen while in the custody of the roads, and of making reparation for damages sustained to goods in transit, and of refunding plain over-charges. Shippers are often kept waiting for months and months, and sometimes years, for perfectly just claims. And often where the amounts are small the claims are abandoned altogether, as not being worth the time and labor it costs to collect them.

"It is manifestly unfair for a railroad to be able to demand and take more for a service than would accrue by the application of their published tariffs to the freights actually delivered: it is also wrong for a railroad to accept freights for prompt transportation and delivery upon agreed compensation, and, then by any means whatever, refuse to make prompt reparation for damage or loss sustained through its own acts of negligence. Of course, a situation of this kind can but produce an ever increasing bitterness between the shippers and carriers, which often manifests itself in the verdicts of juries in cases where the road is a party against some other interest. This does not come of any spirit of wantonness in the juryman, but it is an insurpressible out-cropping of that injured feeling which moves from the oppressed to the oppressor. We wish to emphasize the opinion, that as long as the present dilatory method of settling these just claims (of which there are vast numbers arising even in the most careful conduct of the immense volume of business done in the State) exists, there cannot be that community of interest that should characterize the relationship between shipper and carrier. However, it is due the roads to say here that such matters of this kind as have found their way through the Commission to the companies have had very prompt attention."

During the past year the amount of claims paid through the efforts of the Board has exceeded considerably any amount collected heretofore in twice the period of time. We cannot report the amount, however, on account of the character of the collection. The money does not pass through the hands of the Board, and claims handled by them are often compromised satisfactorily by the parties.



## REDUCTIONS.

During the year several important reductions have been made, applying to hardwood, such as staves, stave bolts, billets, etc., cotton linters, hosiery in transit to be finished; cotton factory products were taken from the Southeastern classification and placed in South Carolina Exception Sheet as class 5, thereby reducing the rate.

## COMMODITY RATES.

As the Commission now construes the law there can be no other adjustment of rates except on a mileage basis, applicable between all points in the State. This rule may be varied from, where the traffic managers with the Commission make a reduction for the benefit of a new industry by way of encouragement. Such a uniformity in rates may appeal very strongly to the sense of justice of a great many of our citizens, but the continuous operation of it over a long period of time will develop the impropriety of it.

The Commission recommend that the power be given them where conditions will warrant it to make commodity rates. Such rates are made usually for temporary purposes and with not much regard to mileage. They are more readily obtained because a change in a commodity rate is not of such consequence as to affect other rates. But a class rate is such, on account of its relationship to others that if it is raised or lowered it has an effect on all the rates related to it. We have examined the Constitution of the State and we are of the opinion that a law allowing such rates would not only not violate it, but would be in accord with it. The benefit of the judicial use of such a power may be very great. To illustrate: a certain forest product abounds in one part of the State and is capable of being utilized in large quantities; in a different part of the State it is very scarce and moves only occasionally, and never as a competitor. Now it is a sound principle of railroad operation that where great quantities of freight move consecutively and continuously that it can be transported more cheaply, and if this is true the shipper ought to be so treated by the law as to be able to claim his share of the benefits. This is only one of many illustrations that may be given, but we feel that this is sufficient to point out the advisability of extending the power to the Commission.

## CIRCULARS.

During the year we have printed and issued three important circulars, one covering a demurrage forfeiture by the railroad, another a publication relating to freight rates on wood—and still a third relating to cotton factory products. These several circulars are published herein.

## FLAG STATIONS.

A flag station is one where there is no regular agent, and freights moving from such points are usually receipted for by the first agency in the direction the freight moves. All points of this character are poorly provided with accommodations for passengers. Often there is no protection whatever. The Commission has for the past two years given especial attention to these points, and it is safe, in the absence of any statistics on this point, to say that there are now nine-tenths of such points protected by sheds. From several such stations as these applications have been made by citizens residing near by for depots and agencies. The exact power of the Commission in such cases is in doubt. We suggest, therefore, that it would be well to clarify our position by an act of the General Assembly, and in doing this it would be well to lay down definite rules to guide the Commission in determining the points entitled to the benefit of the act.

## REPORTS TO THE COMMISSIONERS.

The railroads of the State have in the main made very prompt reports, embracing such information as has been requested by the Commission. However a few either did not report at all or did so too late for this report. We report the following individuals and companies as defaulters in this respect: The Branchville and Bowman Railroad Company, Union and Glenn Springs Railroad Company, Chesterfield and Lancaster Railroad Company, Postal Telegraph Company, and Southern Express Company.

## INTERSTATE RATES AND FREIGHTS.

Interstate rates are such as are current between points so connected that the carrier in moving the freights from one point to the other must traverse the jurisdiction of two or more States. Such rates are not subject to control or modification by a State Board of Railroad Commissioners. Freights, of course, upon which such rates

are assessed are interstate freights, and, like the rates, not subject to the control of the Commission. It is very probably true that at present more than sixty per cent. of the commerce of the State is of this character, and we believe the tendency is towards a still greater proportion. Interstate commerce has been greatly facilitated by the amalgamation of the great number of shorter lines in the South into large systems, eliminating costly joint service, and bringing distant markets into direct communication with our own. In this State we have three very large systems extending from the Chesapeake Bay to the Mississippi River and to the Gulf of Mexico, and where these lines meet from different markets there is little regard for mileage; they compete regardless of distance. This has all encouraged interstate traffic so that it has reached probably more than the figure suggested above. Interstate freights are attended with as much complaint as intrastate freights. The complainants call on the Commission for assistance with no knowledge of the distinction which limits our powers. Some of these complaints are responded to readily by the roads when presented by us, and the evil corrected. Others are disregarded and the complainant loses regard for the Commission.

#### FORMAL HEARINGS.

There has been conducted this year more formal hearings of complaints than ever before. The records of all of them may be found in the office. The most important of them was conducted after the close of the year covered by this year, ending June 30th, 1902. It is the case of the petition of Sundry Cotton Mills of the State for a reduction of the rates of freight on the cotton goods manufactured by them. We publish here the complaint and answer condensed—with the findings of the Board.

#### PETITION.

The Pelzer Manufacturing Co. <i>et al.</i>	}	Before the State Railroad Commission.
vs.		
The Railroads in South Carolina.		

The Petitioners are Cotton Mills chartered by and under the laws of, and doing business in the State of South Carolina.

The complaint alleges, in substance:

1st. That custom has fixed the chief United States markets and distributing points for cotton goods upon the sea coast, and especially New York and neighboring cities.

2d and 3d. That there is very sharp competition, not only between the individual mills but between groups of mills, as may be instanced by the competition between the group of southern and the group of New England mills; and that the rate adjustment at present of the raw material into, and the finished product out of the mills to the common points of sale, is such an one as discriminates against the mills in South Carolina to their great detriment. In this connection petitioners hold that moderate transportation charges are of primary importance and should be accorded the large weekly output of the mills.

4th. That Charleston, South Carolina, is the natural port through, or to which mill products should move to points of consumption, for such as pass through an Atlantic port; for, that the said port of Charleston is not only the most proximate, but it is peculiarly equipped with suitable wharves and warehouses where goods could be loaded or stored cheaply, and held as a base of supplies from which to distribute to purchasers.

5th. That the right to use the port of Charleston for these purposes has, for years, been strangely denied to the mills, in that the port has been ignored by the railroads to the extent that a similar rate on cotton goods is made from mill points in South Carolina via Pinners Point to New York as is in force from the same points via Charleston to New York; and that movement through Charleston is not permitted except upon the most imperative orders.

6th. This denial of material advantages has been effected by a prohibitory freight rate to Charleston as compared with the rates to other and more distant seaports, while the Southern Railway, upon which most of the mills are situated, has power to make its local rates to either port.

8th and 16th. The direct complaint of the cotton mills is, that this is to them an unwise and unintelligible policy, strenuously enforced, and that this illegal discrimination against the port of Charleston has obstructed their original and easy approach through their own State, over a short and comparatively little used railway line, to the sea, thus diverting the tonnage over a circuitous overcrowded and much longer line at unnecessary cost to the carrier, resulting in several days delay, thereby entailing such unreasonable transportation charges as to burden the cotton manufacturing enterprises unjustly.

16th. It is therefore petitioned that the State Board of Railroad Commissioners in the exercise of their authority readjust the exist-

ing freight tariffs on cotton mill products upon a reasonable and just basis, and petitioners urge that by making the rate 24 cents per hundred pounds from Spartanburg to the port of Charleston and 18 cents per hundred pounds from the mills in Columbia to the port of Charleston as basing rates, and the rates to Charleston from other mills throughout the State in proportion, will constitute such a reasonably fair adjustment as will conform to law, and subserve properly the interests of manufacturer and carrier.

The railroads answering herein, or to be effected by any decision of this Board, are operating under the laws of South Carolina and are properly within the jurisdiction of the Commission.

The Southern Railway answering the complaint for itself, which answer was subsequently adopted by the Atlantic Coast Line Railroad of South Carolina, makes reply to petitioners' allegation in substance as follows:

1st. That cotton mill products are not almost entirely distributed through Atlantic Seaboard points, New York and neighboring cities mostly.

2d. That the present rate arrangements do not discriminate against the mills or the port of Charleston.

3d. That the present rate adjustment of 35.5 cents per hundred pounds on domestics from Spartanburg to Charleston is a reasonable rate.

4th. That a reduction in the local rate will force a reduction in the through rate to New York, having the further consequence of forcing a readjustment of the New England rates, so that when rates settle after the disturbance which will follow the reduction in local rates, the relative situation of the South Carolina mills will be what that is now, the only effect being a reduction of the railroad revenues, which they are not now able to bear.

5th. They admit that, from mill points in South Carolina, the same rates obtain through Pinners Point as through Charleston to New York and Eastern points, but contend that this does not discriminate against nor ignore the port of Charleston.

6th. The railroads deny that the relative adjustment of rates to the ports is such as to deprive the port of Charleston of the privilege of a distributing point.

7th. They deny that they have diverted cotton mill products from their natural course to and over a circuitous route, thereby entailing higher charges for transportation and many days of hurtful delay.



8th. They pray that the petition be dismissed and that the local rate on factory products remain unchanged.

This petition came on for a hearing Oct. 11, 1902, and both parties to the proceeding introduced witnesses and submitted many verbal and written statements in support of their respective contentions, from which the Commission after careful reviews finds the following facts: Practically all cotton mill products are sold upon a New York freight allowance to the buyer, so that, no matter where the goods are sold the manufacturer must absorb freight to New York whether the goods move to that point or not, hence constructively, if not in fact, all goods must move to New York proper. It appears that no rate reduction would be of general benefit to the mills unless ultimately that reduction in some way be deducted from the New York rate.

As to competition among mills or groups of mills, that is an admitted concomitant upon enterprises of any kind engaged independently of each other in the production of the same thing for sale. Therefore the allegation in regard to competition among the mills or groups of mills is an admitted fact, and if advantages are accorded one and denied the other the effect must be serious. The testimony on this point is not as definite as it should be. It is shown, however, taking Selma and Montgomery, Ala., and Memphis, Tenn.,—points for raw cotton supply—as a basis and averaging the rate, thus:

Rates to Spartanburg.	To New England Mills.
On cotton . . . . . 46c	On cotton . . . . . 61c
On products to New York . . . . . 53c	On products to New York . . . . . 16c
<u>99c</u>	<u>77c</u>

That there is a difference in favor of New England of 22 cents per hundred. This is a marked difference, indeed, and if it applied to all cottons manufactured by South Carolina mills it would be a very heavy embargo on mill energy in this State. But the testimony in this case shows another comparison.

Rates to Spartanburg.	To New England Mills.
On cotton . . . . . 00c	On cotton . . . . . 61c
On products to New York . . . . . 53c	On products to New York . . . . . 16c
<u>53c</u>	<u>77c</u>

Or a margin in favor of Spartanburg of 26 cents per hundred pounds. But this basis would be so palpably unfair to Spartanburg because the mills in that city cannot get their supply at the mill door, that we are led to inquire whether the rate of 46 cents per hundred does not constitute the other extreme and render both unfair in a just comparison.

Statistics show that the State of South Carolina produced in the season of 1900-1 911,000 bales of cotton; that the mills in the State consumed that year 511,115, of which they transported into the State 209,557. So that the mills of the State consumed of the cotton grown in the State only 301,558, leaving 604,442 bales to find a market elsewhere. The mills can supply themselves with South Carolina cotton at an average rate not exceeding 21 cents and in many instances much less. Assuming 61 cents a fair average of freight to New England, a fair comparison would be:

Rate to Spartanburg.		To New England Mills.	
On cotton . . . . .	21c	On cotton . . . . .	61c
On products to New York . . . . .	53c	On products to New York . . . . .	16c
Total . . . . .	74c	Total . . . . .	77c

Or a difference in favor of Spartanburg of 3 cents per hundred. It is therefore not shown that it is necessary for petitioners to purchase their supplies of cotton at points so distant as to incur an average rate of 46 cents, consequently the first comparison is not justified. It is further shown that cotton purchased for consumption in South Carolina mills is usually obtained from the fields or points of origin, whereas cotton purchased for consumption in New England mills is usually obtained at concentration centers where it has already sustained a freight charge which contributes to the advantage of the South Carolina mills. Upon the following comparisons of rates the petitioners allege, as stated above, that the rate on cotton mill products from Piedmont mill points in South Carolina and Columbia, S. C., to the port of Charleston are unreasonably high, being now 35.5 cents per hundred pounds.

The comparisons are as follows:

## DISTANCE COMPARED.

From	To	Charleston.	Norfolk or Pinners Point.	New York.
Spartanburg, S. C. . . . .		222	423	684
Pelzer, S. C. . . . .		257	471	732
Columbia, S. C. . . . .		130	453	717
Langley, S. C. . . . .		129	538	801
Darlington, S. C. . . . .		112	288	637
Graniteville, S. C. . . . .		150	525	...
Charleston, S. C. . . . .		0	583	846
Atlanta, Ga. . . . .		415	615	876

## RATE IN CENTS.

From	To	Charleston.	Norfolk or Pinners Point.	New York.
Spartanburg, S. C. . . . .		35.5	48	53
Pelzer, S. C. . . . .		37	48	53
Columbia, S. C. . . . .		22	36	41
Langley, S. C. . . . .		27	36	41
Darlington, S. C. . . . .		30	40	50
Graniteville, S. C. . . . .		27	36	41
Charleston, S. C. . . . .		0	34	34
Atlanta, Ga. . . . .		32	49	55

From the schedule above the following admitted comparisons are made:

	Distance.	Rate.
Spartanburg to Charleston . . . . .	222	35.5
Spartanburg to Pinners Point. . . . .	423	48
Pelzer to Charleston . . . . .	257	37
Langley to Charleston . . . . .	129	27
Langley to Pinners Point . . . . .	561	35
Langley to New York. . . . .	801	41
Darlington to Charleston . . . . .	112	30
Darlington to Pinners Point . . . . .	288	44
Langley to Pinners Point. . . . .	538	36
Darlington to New York. . . . .	616	50
Atlanta to Charleston . . . . .	415	32

The following divisions of through rates from points named to New York appear:

Spartanburg to New York via Charleston via Southern Railway:	Spartanburg to New York via Charles- ton, C. & W. C. R. R.
Southern Railway. . . . .33.1	C. & W. C. and Plant System . . .23.5
Wharfage. . . . .4	Wharfage and transfer . . . .4
Insurance . . . . .3	Insurance . . . . .4
Steamship . . . . .12.9	Steamship . . . . .21.5
Total . . . . .53	Total . . . . .53
Length of railway, 222 miles. Rate per ton per mile, .02982.	Length of railway haul, 281.4 miles. Rate per ton per mile, .01664.

**Spartanburg to New York via Pinners Point via Southern Railway.**

Southern Railway .....	35.5
Wharfage and transfer .....	3
Insurance .....	4
Steamship .....	10.7
<b>Total .....</b>	<b>53</b>

Length of haul, 422 miles. Rate per ton per mile, .01660 cents.

**Dalton, Ga., to New York via Charleston via Southern Railway:**

To Atlanta .....	9.1
Atlanta to Charleston .....	20.4
Insurance .....	4
Wharfage and transfer .....	5
Steamship .....	16.5
<b>Total .....</b>	<b>55</b>

Length of railway haul Atlanta to Charleston, 415 miles. Southern Railway mileage, rate per ton per mile, .00956.

**Dalton, Ga., to New York via Pinners Point via Southern Railway.**

To Atlanta .....	6.6
Atlanta to Pinners Point .....	28.6
Insurance .....	4
Terminal and transfer .....	3
Steamship .....	7.7
Lighterage .....	5
<b>Total .....</b>	<b>54.9</b>

Length of railway haul Atlanta to Pinners Point, 629 miles. Rate per ton, .00930.

Petitioners rely on comparisons almost entirely to establish their contention of discrimination against the port of Charleston, and their title to reduced rates to that point. This schedule shows the port basis from Spartanburg.

	Charleston.	Norfolk or Pinners Point.	New York.
Rate to .....	35.5	48	53
From Spartanburg			
Mileage to .....	222	423	684

In this table it appears that the distance from Charleston to Spartanburg is about half that from Pinners Point to Spartanburg and the rate from Spartanburg to Charleston is about three-fourths of the rate from Spartanburg to Pinners Point. The rate per ton per mile from Spartanburg to Charleston is .03192, from Spartanburg to Pinners Point is .0227, or just a little more than two-thirds the rate per ton per mile for the shorter distance. Petitioners argue that because the distance from Spartanburg to Charleston is half that from Spartanburg to Pinners Point, the rate should be half.

When discrimination is charged it must be shown to be unjust and to exist in a substantial way. It must not alone be shown to be hurtful to make it unlawful, but it must appear after it is pointed out, that it is not justified by circumstances. Discriminations exist everywhere and at all times, but they are such as are not forbidden by law. The language of the statute is "If any Railroad corporation

shall make any unjust discrimination in rates \* \* \* ." So that the law cannot be read and construed in any other than the light that discriminations are permitted and recognized as incident to railroad operation. But unjust discrimination is forbidden, and it is unjust only when the circumstances which surround it do not warrant it. Unjust discriminations are usually introduced to notice by the damaging effect they have on the business of some individual or community. It is the object then of the law to remove all hurtful discrimination as far as possible by prohibiting all effect that is not justified by circumstances either within the control of the law or the carrier.

In considering, therefore, the rate of 48 cents from Spartanburg to Norfolk, a distance of 423 miles, with the rate of 35.5 from the same point to Charleston, a distance of 222 miles, with a view to detecting unjust discrimination against Charleston, we can do no better than to take into consideration the effect on the city of Charleston of the operation of such a basis. Cotton piece goods do not move now to Charleston, there to be distributed to the consumer throughout the country, or to be reshipped to buyers abroad. In fact there is nothing in the evidence to show that any more of this class of goods are shipped to Charleston than is demanded for home sale, which is insignificant in amount when compared with the production. What is true of the amount shipped to Charleston is true also of the amount shipped to Norfolk. Charleston is in no sense a competitor of Norfolk in the sale of these goods anywhere. But should the city of Charleston wish to engage in the sale and distribution of these goods as against New York and Norfolk, goods on the wharves of that city would have an advantage over Norfolk of 12.5 cents per hundred, or an advantage over New York of 17.5 cents. If ocean freights are the same from points named then Charleston goods should carry these advantages to all points touched by her ships. So that if the selling agencies of the South Carolina mills were in the home city of Charleston there would be 17½ cents per hundred pounds net on all goods manufactured. Viewing the relative situation of these points, as it appears here, we cannot discern that Charleston is damaged by this adjustment. But petitioners rely almost entirely upon the contention that the rate being 48 cents from Spartanburg to Norfolk, a distance of 423 miles, ought to entitle them to half that rate for half the distance, 222 miles to Charleston. The petitioners, of course, presume, which they have a right to do since the rate has been in effect for a considerable



length of time, that the rate from Spartanburg to Norfolk is a just and reasonable one. But their method of deducting from this fact a figure which would name a reasonable rate for half the distance is totally at variance with any accredited method of rate making. It is true that if it costs anything to move freight by rail from Spartanburg to Charleston that it costs more to move from the same point to Norfolk. But it is also evident that it does not cost twice as much. The enforcement of a policy of rate making, which would increase the freight units constantly with the increase of distance units, or in other terms, which would compel all freight to move at a fixed rate per ton per mile for any distance, would be fatally defective upon two grounds: 1st. It would destroy competition absolutely and insure the short line a monopoly. 2d. It would destroy trade intercourse for distances. To illustrate: the present rate on fertilizer for 20 miles is  $5\frac{1}{2}$  cents per hundred pounds—regarded reasonable at the time of its adoption—which is a rate per ton per mile of .055. If this freight should be compelled to move on to Spartanburg from Charleston at the same rate it would amount in freight charges to \$12.10 per ton. The present rate per ton per mile on freight or fertilizer from Charleston to Spartanburg is .013. So that if we go to that point to fix the unit, and apply it to the short haul the railroads would be forced to move a ton 20 miles for 26 cents. The latter would be as unfair to the railroads as the former would be to the people. The two propositions prove, however, the impracticability of the theory and that a comparison of the rate per ton per mile at which freights move over one of two given roads is not available as a test as to the reasonableness or unreasonableness of a rate on the other, except it be first shown that the circumstances, one of which is distance, are very nearly similar. Returning to the proposition that this theory would absolutely destroy competition and insure a monopoly to the short line, we will illustrate by using the two points, Charleston and Orangeburg, thus:

#### CHARLESTON TO ORANGEBURG.

	Distance.	Rate on Flour.	Rate per Ton per Mile.
Southern Railway . . . . .	80	27	.034
A. C. L. Railway . . . . .	140	27	.02

By this illustration it may be seen that if the Atlantic Coast Line were forced by this method of rate making to adopt the Southern Railway's per ton per mile basis, its rate on flour would be 44 cents per barrel, against 27 cents for the Southern. But if we should con-

clude that the Atlantic Coast Line Railroad's basis is just and reasonable, then the Southern Railway could haul flour from Charleston at 16 cents per barrel, while the Atlantic Coast Line's rate would remain 27 cents. This comparison is applicable to every pound of freight moving between these two points, and shows that the Southern Railway with this title to monopoly would move every pound of freight, and that competition would be destroyed. This situation would apply with more or less force to every common point in the State.

The Interstate Commerce Commission, in deciding one of their earliest cases, *W. B. Farrar & Co. versus the East Tennessee, Virginia and Georgia Railroad*, 1st I. C. C. Rep. 487, uses this language: "It is a very familiar rule in the transportation of freight by railroads and has become axiomatic that while the aggregate charge is continually increasing the further the freight is carried, yet the rate per ton per mile is constantly growing less all the time. In consequence of the existence of this rule the increase of the aggregate charge continues to be less in proportion every hundred miles after the first arising out of the character and nature of the service performed and the cost of service; and thus it is that staple commodities and merchandise are enabled to bear the charges of transportation from and to the most distant portions of our country." This view has consistently prevailed with them ever since.

The petitioners themselves, after citing the many comparisons above, and relying so firmly and largely upon their potency, seem to have abandoned this principle altogether after they had settled upon the rate from Spartanburg to Charleston; for they request that the rate from Columbia to Charleston be made 18 cents per hundred pounds. A comparison of the adjustment proposed by petitioners from Spartanburg and Columbia to Charleston, with the adjustment in existence between Spartanburg and Norfolk, and Spartanburg and Charleston, is very striking. It is allowed in the petition that for the purpose of making rates the distance from Spartanburg to Charleston, 222 miles, is half the distance from Spartanburg to Norfolk, 423 miles. For a like purpose it is proper to regard the distance from Columbia to Charleston, 129 miles, as half the distance from Spartanburg to Charleston, 222 miles.

From Spartanburg.	Distance.	Rate on Domestics.
To Charleston . . . . .	222	35.5
To Norfolk . . . . .	423	48

It appears by this exhibit that the ratio of the distance from Spartanburg to Norfolk to the distance from Spartanburg to Charleston is that of 2 to 1. That the ratio of the rate is that of 4 to 3. These rates were adjusted to this basis or relationship by the Southern Railway. Petitioners' request is shown in the following table:

Charleston	Distance.	Rate.
To Spartanburg . . . . .	222	24
To Columbia . . . . .	129	18

The ratio here of the distance from Spartanburg to Charleston, to the distance from Charleston to Columbia is that of 2 to 1 and the ratio of the rate is 4 to 3. That is to say for all practical purposes the rate relationship proposed by petitioners is exactly that in operation by the railroads, and if we reason from the point selected by petitioners—that is, the rate of 48 cents from Spartanburg to Norfolk—and like them assume that this rate is a just and reasonable one, we could not escape the conclusion that the adjustment now in force is more in harmony with justice and reason than that proposed by petitioners. It is also a fact that petitioners request a rate for Columbia 25 per cent. higher per ton per mile than the rate asked for from Spartanburg, which appears contrary not only to the contention in the petition that rates should be made up on a per ton per mile basis, but also to their claim that greater proximity to tide water is an admitted asset.

Petitioners submit as another test that the local rate of 35.5 on the Southern Railway to Charleston from Spartanburg is unreasonably high, the divisions among the several carriers of their though rates from points named in schedule above to New York. Respondents object to this comparison upon the ground that the public is not concerned in anything except the effect of the through rate as a whole. The objection seems to be well founded upon approved usages. The necessity of the acceptance by a railroad or water line of less compensation for its part of a joint service than is accepted as its local for the same distance, is the natural and just sequence of the application of the rule that the rate per ton per mile should decrease as distance increases in such fair proportion as will constantly and reasonably increase the aggregate revenue as greater distances are reached. If the Commission did not feel fully bound by the force of this principle itself to refrain from the comparison of proportions with local rates for like distances, they would be bound by the more effectual rule of law which does, if not in terms, in effect allow the carrier to

accept less as a proportion than as a local for the same distance. The Revised Statutes 1893, Sec. 1649, reads as follows: "But nothing in this Chapter contained shall be construed so as to require any corporation or combination of corporations to regulate their charges for shorter distances by their proportion of through rates between terminal or junctional competitive points." This exception undoubtedly confers upon the carriers entire freedom in dividing among themselves any fixed through rate and from incurring the penalties provided against unjust discrimination. So that by law and custom a carrier's proportion of a through rate is rendered unfit for comparison with local rates in the consideration of a petition for the reduction of local rates.

This exhibit of divisions of rates from various points to New York through Charleston and Pinners Point, while it shows a marked difference in the amounts of revenue received by the railroads as their proportions of their through rates up to Pinners Point and Charleston, yet it is no less noticeable than the proportions received by the water lines from Charleston or Pinners Point to New York.

If domestics move to Charleston from Spartanburg over the Southern Railway on a through bill of lading the steamship line receives 12.9 cents; if they move over the Charleston and Western Carolina Railroad the steamship line receives 21.5; if they are shipped from Dalton, Ga., via the Southern Railway the steamship line receives 16.09 cents. So that for the same service apparently the Clyde Steamship line receives a varying charge ranging from 12 to 21 cents.

If then the proportion of 21 cents received by the steamship line on goods tendered by the C. & W. C. Railroad represents the attitude of that company in cases where it exercises the controlling power as it does in this case, then there could be little hope of reducing the aggregate freight rate to New York by any reduction of the local rate that may be made. Besides the allegation that a greater per ton per mile rate from mill points to Charleston than from the same points to Norfolk discriminates against the former, it is contended by petitioners that the maintenance by the Southern Railway of a uniform rate from any mill point in South Carolina to the city of New York through both the ports of Charleston and Norfolk is a discrimination against Charleston. To reduce this proposition to a more concrete form: the rate at present from Spartanburg to New York is 53 cents either through the port of Charleston or Norfolk,

and petitioners allege that the maintenance of as high rate over the Charleston route as over the Norfolk route is an unlawful discrimination against Charleston. It is alleged also in this connection that this unjust discrimination is forcibly maintained to the injury of the port of Charleston because the Southern Railway, owning both the line to Charleston and the line to Norfolk, has the power, which it refuses to exercise, to remedy the evil by reducing the rate over the Charleston route. Respondents admit the existence of the uniform rate, but deny that it discriminates. Respondents further aver that whatever reductions may be made via the Charleston route that the rate via Norfolk will be reduced to correspond.

Petitioners argue this declaration by the Southern Railway to be a threat that unjust discrimination will continue against the port of Charleston under any circumstances.

We can better understand whether these allegations are well founded by consulting a supposed condition for Spartanburg. Let us regard the Southern Railway's line from that port to Charleston as an independent line, favored as it is with a shorter distance to the port and the consequent ability to name the rate to New York. And in the exercise of its power this independent line should name a rate. What effect would this have on the Southern Railway's rate to New York if its current rate should at that time exceed the figure named by the independent line? There can be no mistake about the answer to this question; the Southern Railway would reduce its rate to an even figure at once, thereby giving the people of Spartanburg the same rate to New York via either Norfolk or Charleston. This would not then be an arbitrary adjustment, and unjustly discriminative against any port, but it would be a lawful adjustment based upon free and open competition. The relationship of rates over different lines growing out of lawful competition is always right.

Let us carry this investigation further by allowing the Southern Railway Company, owning the line from Spartanburg to Norfolk, to gain control of the independent line to Charleston, thereby gaining a monopoly of transportation at Spartanburg—which is practically the truth of the situation at that point now; thereafter, except where it may be justified by a new condition, any attempt by the Southern Railway to change the relationship of the rates which had been established by lawful competition could not be otherwise regarded than an attempt to maintain by the arbitrary exercise of power that which would be swept down on the field of lawful competition. Therefore we cannot regard as a threat the Southern Railway's an-



swer that that company would maintain equal rates from Spartanburg or any mill point through the two ports of Charleston and Norfolk to New York. Nor can we detect that the maintenance of such an adjustment discriminates in the least unjustly against the port of Charleston.

It is alleged in the petition that the Southern Railway Company moves their lading of domestics via Norfolk over crowded tracks, consuming days to deliver it at destination. This charge is disproven by the testimony offered by the petitioners themselves; who submitted evidence showing that mill products are handled by fast through freight, and that these goods are delivered generally via Norfolk into New York in about 48 hours after they leave the mills. It was also shown by undoubted proof that the Southern Railway unjustly discriminated against the Charleston route by its failure to accord reasonable freight service from the Piedmont mills to the port of Charleston.

We come now to the consideration of the allegation that the Southern Railway forces the movement of freight, especially cotton mill products, through the port of Norfolk contrary to the natural course of such goods, and to the hurt of the port of Charleston. On this point the testimony is very voluminous. It appears that up to May of 1899 this railroad had no line into the city of Charleston; but at that time the Southern Railway absorbed the South Carolina and Georgia Railroad and gained an entrance from the Piedmont section of the State to the port of Charleston. It appears from a circular letter submitted by petitioners, written by Woodward, Baldwin & Company, agents for a large number of cotton mills in New York, under date of January 27, 1900, that cotton goods had begun to move via Charleston and the Clyde Line to New York. But this letter directed that therefore these goods move via the Old Dominion Steamship line from Pinners Point. Therefore in June of 1900 the Southern Railway, by their Division Freight Agent at Columbia, issued their routing circular No. 486, directing their agent to forward all unrouted traffic to New York, Boston and Providence and interior eastern points reached through these ports, via Charleston and the Clyde Steamship line. Special instructions were given, however, that shippers' routing should be respected. Respondents aver that special freight service was at that time arranged to handle this traffic promptly through the port of Charleston from the mills.

There seems to have been no response to this circular. The mills were not advised of it until after the filing of this petition with the

Commission on Aug. 7, 1902. A little more than two years after the first Cardwell circular it appears that shipments from four mills were tendered the Southern Railway to eastern cities via Charleston and routing refused or the goods diverted. These tenders were made from ten to thirty days after the second circular reached the mills. The Southern Railway makes reply that instructions to them had been so general to move these shipments via Pinners Point, and that the movement had been so completely over that route that the necessity for divisions via Charleston had not shown itself and had not been made, and for this reason they were forced for the time to move such of these goods as took rail and water via Pinners Point. Taking into consideration the fact of the Southern Railway's two circulars requesting the mills to route via Charleston and their declaration in evidence that they had prepared a special freight service for this business through the port of Charleston, with the fact that they had not arranged divisions to eastern points reached through the ports named in their circular, the presence of bad faith is shown. But the absence of general instructions from the mills that these products move through Pinners Point was not shown. The tenor of the testimony is to the effect that instructions generally favored this route. Petitioners offer as further proof of their charge that these products are forced unnaturally via Pinners Point, about seventy-five replies by the mills to a circular letter in which the following inquiries were propounded:

No. 1. Have you ever been requested (previous to July 1st, 1902) by the Southern Railway to route your shipments for New York and New England by way of Charleston?

Seventy-three mills answer no.

No. 2. Have you ever refused to route your domestics by way of Charleston?

Sixty-six answer no, one answers yes.

No. 3. Have you offered your shipments for New York and New England to the Southern Railway unrouted, and leaving it to them to forward these shipments as the Southern Railway might prefer?

Fifty-seven answer yes, six answer no.

No. 4. Have any of your shipments for New York or New England (previous to July 1st, 1902) ever offered to the Southern Railway unrouted, been forwarded by way of Charleston, to your knowledge?

Sixty-four answer no, one answers yes.

Of the several mills not answering all the inquiries fully, many

are not on the Southern Railway. Some are at junction points and ship over other lines. Some route their products specifically either via Pinners Point or Charleston and have their instructions respected. To rebut the force of this tabulation respondents testify that agents of the Southern Railway were required to make and did make personal request for Charleston routing at the mill centres of Spartanburg, Greenville, Union and Piedmont, and that mills at these points did not favor the Charleston route. A number of letters are in evidence for the same purpose, notably a circular letter from Messrs. Woodward, Baldwin & Company of New York, selling agents for a large number of mills in South Carolina, which reads:

Dear Sir: We find that the Southern Railway is forwarding goods to New York by Charleston, which causes much delay, and we would, therefore, request you to see the goods you are shipping to us here for export, come forward by Old Dominion Steamship Company, as heretofore, and oblige.

(Signed)

WOODWARD, BALDWIN & COMPANY.

A letter from the president of the Pelzer Manufacturing Company to the agent of the Southern Railway:

Dear Sir: We are requested by our agents, Messrs. Woodward, Baldwin & Company, of New York, to ask you to see that goods shipped to them at New York are routed by the Old Dominion S. S. Co., as heretofore, and not via Charleston, as they do not get them as quickly. \* \* \*

(Signed)

ELLISON A. SMYTHE, President.

It is true that these letters may refer alone to export goods, as contended by petitioners, but the agent of the Southern Railway could scarcely be expected to make distinctions. We think that under all the circumstances the agent was justified in routing all of Pelzer's offerings to New York and the east via Pinners Point, for the objection urged against the Charleston route was one applicable to eastern points. Besides submitting this letter in evidence the writer testifies as follows: "Messrs. Woodward, Baldwin & Co. sent us a copy, which was altogether unnecessary, as we were not shipping goods by Charleston and had not been for years, but when the request was made by Messrs. Woodward, Baldwin & Co. a letter was written from my office to the Southern Railway agent at Pelzer." It does not appear in the testimony how many of the mills in the State reporting goods unrouted stand in the position of the Pelzer

Manufacturing Company in this respect, therefore we must regard the condition at that point as representative.

Whether the right to route freight is one that has been parted with by the railroad in the case of cotton piece goods, or one that belongs to the shipper, it is one that the railroads do not now assume to exercise, as appears from the following correspondence:

Letter to Capt. J. H. Montgomery, Spartanburg, April 5th:

"One of the things that has given us a great deal of concern recently has been the movement of cotton piece goods to the Orient and we are now giving special attention to improving our methods so that cotton piece goods requiring quick transit will be given special supervision.

"We understand that sales are made through your New York representative and of course in that case they designate the trans-continental lines which are to handle the shipments to the Pacific Coast, but it would assist us considerably if you would leave the routing in our hands, so that we may select the best means of getting it there. For instance, during the recent flood in Tennessee, we have found it necessary to divert some freight in order to prevent its being tied up.

"I shall feel obliged if you will simply show on your bills of lading the name of the trans-continental line specified by your New York representative, and you may rest assured that we will make every effort to give satisfactory movement as far as our rails extend.

"(Signed) T. C. POWELL, Freight Traffic Manager."

A similar letter to the above was addressed to Capt. Ellison A. Smythe, Pelzer.

Letter from Capt. Montgomery, April 7th:

"Yours of the 5th received, and I note all you say about routing goods for the Orient. We have very little to do with the routing of those goods, as the exporters up to this time have claimed that right for themselves. I will, however, call the attention of our selling agent in New York to the matter of which you write."

Letter from George W. Forrester, April 8th:

"Your letter of April 5th to Capt. Smythe regarding routing of shipments to the Orient has been referred to me.

"In conversation with Mr. Culp several weeks ago, I explained to him that the mills do not undertake to control this routing, but comply with instructions furnished them by the exporters, through the mills' selling agents. The selling agents do not designate any routing except that furnished them by the exporters, and the mills do not feel justified in disregarding these instructions. All shipments

ordered via Southern Railway's long haul are so routed by the mills.

"Your Mr. Munson, who looks after this particular business for the Southern Railway, I feel understands this matter, as I have explained it.

"If I can give you any further information on the subject I shall be glad to hear from you."

Letter from George W. Forrester, April 14th:

"Your file 289-A. Your favor, April 10th, advising that it is your impression that the mills' selling agents are dictating to the mills' intermediate routing.

"In making the positive statement that full routing which we are using on export shipments are furnished us by the exporters, I did so advisedly. These goods are all sold by the mills on a New York freight allowance. As the South Carolina mills make an allowance of 53 cents per 100 pounds, they took the position that they should be allowed to control intermediate routing.

The New York selling agents made an effort to get the exporters to consent to this, but did not succeed in doing so. The selling agent then suggested that I interview the exporters, and I made a trip to New York for the purpose, but found them so much opposed to granting the mills this privilege that we decided that it would not be advisable to demand same.

"The information contained in my letter of the 8th is absolutely and entirely correct.

"Yours very truly,

"(Signed)

GEORGE W. FORRESTER, T. M."

This is not a new concession. The right has been and is now with the mills to route their business as long as the ownership of such business remains in the mill. And the ability to exercise this right has at all times been, as it is now, within the easy reach of any mill or shipper to utilize the Charleston route. While we do not propose to admonish the cotton mills of this State upon their obligations to patronize the Charleston route, for such would be an attempt to abridge the shippers' right to choose a carrier, yet we cannot refrain from the observation that the greater responsibility for the failure of cotton products to move via Charleston must rest where it belongs, upon the shoulders of the owners of cotton goods. If Charleston as a port has, because these products have moved via another route, suffered a loss where of right she should have gained a benefit, then the fault must attach to a responsibility found no-

where except in the power which the owners of cotton products have to direct the course of their shipments to market. The opportunity of controlling this traffic through the port of Charleston rests infinitely more according to the evidence, on the will of the shipper than upon the partiality of the carrier.

Petitioners allege that these goods are forced via Pinners Point. Force implies resistance, and if these products had been or are now being forced via Pinners Point the movement would be taking place over the protest of some one having a right to protest. We do not think, therefore, that such a disregard has been shown as amounts to force, unless it occurred in the cases where shipments were offered in September and October of 1902 by the Monaghan, Victor and Pelzer companies—the only instances which testimony shows to have occurred in more than two years after the Southern Railway had announced their order that cotton products from South Carolina points to New York, Boston, Providence and certain interior points tendered unrouted must move via Charleston after the appearance of the Woodward-Baldwin circular of January 27, 1900, until September of 1902. So that if all the products of the Piedmont mills moved via Pinners Point to destinations as the result of the force shown when they should have gone via Charleston, then we cannot but conclude that this force was acting upon a will of indefensible passiveness. Up to this point these observations refer entirely to the rate relationship and the discrimination consequent as charged by petitioners; and the charge of force applied in the routing of domestics.

The question of the reasonableness of a rate is an entirely different and independent question, and we come now to consider the question of the reasonableness of 35.5 cents per hundred as a local rate from Spartanburg as a basis to Charleston. The calendar of considerations that may be drawn from in the determination of a reasonable rate, or in pointing out that a given rate is unreasonable, is so boundless and changeable that one can never feel that any arbitrary rate, or one not determined by a definite competition, is perfect. This is made so largely by the fact that a rate must have at least a double effect—one upon the carrier and one upon the shipper. These effects must be just to both. And it is difficult, by a single trial, to take just enough from one end of the scale beam, which, when it is placed on the other, will evenly balance the one. But it is nevertheless a fact that every just consideration points, if not to justice, at least in the direction of it. In this case petitioners have alleged two com-



parisons worthy of the fullest consideration. There are the rates from Atlanta and Dalton, Ga., to Charleston. The rates mean nothing in themselves, because they are competitive, and the existence of a competitive rate furnishes no good reason for an arbitrary adjustment of another rate to conform to it. But a comparison of the rates from Dalton and Atlanta to Savannah and Brunswick, upon which the rates from points are based, with the rate from points in South Carolina which exist under similar circumstances, is proper. It does not appear to the Commission that domestics move from Dalton to Savannah under circumstances substantially dissimilar to those surrounding the movement of the same freight in South Carolina.

Petitioners submit in their testimony that the volume of this traffic has increased since the rate was made, and while no comparisons were made, yet it is within the knowledge of the Commission that this is true, though the extent of increase is not known. Increased volume with other circumstances remaining the same constitutes a valid reason why a commodity may stand a rate reduction.

Petitioners testify that their products are cheaper on the markets of the world now, and that there is a less margin of profits between cost of production and market prices. This is so seriously the case in the manufacture of certain grades of goods that the margin of profits is entirely destroyed. These are facts which reasonably enter into the determination of what the rate of freight should be. It appears that the rates were raised in days past when manufacturing was more prosperous. The railroads are prosperous now and common justice strongly enforced by the public importance of cotton manufacturing appeal for reciprocal treatment.

In making a rate on cotton piece goods the Commission would not feel justified in making it so that it would not apply in all directions, a consideration that must have its influence upon the petition which prays a rate to one point only.

It is therefore the opinion of the Commission, after a careful review of all the facts in the case,

1st. That the present rate adjustment on Norfolk and Charleston from mill points in South Carolina, Spartanburg considered as a basis, is not unjustly discriminative against Charleston.

2d. That the Southern Railway is not forcing the movement of cotton piece goods via Pinners Point to the hurt or disregard of the manufacturers as a policy.

3d. That the maintenance of a freight schedule of more than

twenty-four hours from the Piedmont mill district centres, Anderson, Greenville, Spartanburg, Gaffney, Yorkville, Rock Hill and McCall, of less than a twenty-four hour connection with the port of Charleston and correspondingly less time for intermediate points, and twelve hours additional time for points on branch lines or more distant points, is an unjust discrimination against the port of Charleston. Before this petition was filed such freight schedules were maintained.

4th. After a careful balancing of all the circumstances connected with the movement by rail of domestics or cotton mill products in the State, it is determined that the rate at present assessed under class five of the Commission's classifications is an unreasonably high rate. It is determined further that the special classification and rates for said products for distances named in circular No. 60 are just and reasonable, and after the issue of said circular No. 60 of the Board of Railroad Commissioners the classifications and rates therein will be the legal classification and rates for all lines in South Carolina. Said circular No. 60 reads as follows:

#### CIRCULAR No. 60.

#### RATES ON COTTON PIECE GOODS, WITHIN STATE OF SOUTH CAROLINA, TAKING EFFECT FEB- RUARY 1, 1903.

The rates named on cotton piece goods will apply as follows:

On any of the following named articles (taken only at actual weights) MADE WHOLLY OF COTTON, when specific name of article and name of shipper are plainly stenciled on outside of packages (shipper's name may be marked on tag attached to package) and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient), in bales, owner's risk of chafing, or in boxes, viz.:

- Backbands, made of cotton webbing.
- Calicoes.
- Cambrics, glazed.
- Canton flannels, plain or dyed.
- Canvas.
- Cottonades.
- Checks, domestics.
- Crash, linen or cotton.

Denims.  
 Drills.  
 Duck.  
 Gingham, domestic.  
 Jeans.  
 Jeans, corset.  
 Kerseys.  
 Osnaburgs.  
 Plaids.  
 Rope.  
 Sack Material.  
 Sheeting, bleached or brown.  
 Shirting.  
 Stripes, domestics.  
 Teazle cloth.  
 Tickings.  
 Twine.  
 Warp.  
 Waste, cotton.  
 Waste, cotton, manufactured.  
 Webbing, backband.  
 Wicking.  
 Yarn.

The following rates will apply per hundred pounds, viz:

12 miles and under.....	9 cents.
20 miles and under.....	12 cents.
30 miles and under.....	13 cents.
40 miles and under.....	14 cents.
50 miles and under.....	15 cents.
60 miles and under.....	16 cents.
70 miles and under.....	17 cents.
80 miles and under.....	18 cents.
90 miles and under.....	19 cents.
100 miles and under.....	20 cents.
110 miles and under.....	21 cents.
120 miles and under.....	22 cents.
130 miles and under.....	22 cents.
140 miles and under.....	23 cents.
150 miles and under.....	24 cents.

160 miles and under.....	24 cents.
170 miles and under.....	25 cents.
180 miles and under.....	26 cents.
190 miles and under.....	27 cents.
200 miles and under.....	28 cents.
210 miles and under.....	28 cents.
220 miles and under.....	29 cents.
230 miles and under.....	29 cents.
240 miles and under.....	29 cents.
250 miles and under.....	30 cents.
260 miles and under.....	30 cents.
270 miles and under.....	30 cents.
280 miles and under.....	30 cents.
290 miles and under.....	30 cents.
300 miles and under.....	30 cents.

By order of the Board,

D. P. DUNCAN,  
Secretary.

J. C. WILBORN,  
Chairman.

### PHYSICAL CONDITION.

We are glad to testify to you that the railroads of the State continue to improve from a physical standpoint. The improvements for the past year you will find detailed for several of the larger systems at another place in this report. The roads are giving considerable attention to filling in short trestles with earth; the replacement of wooden bridges with steel and the ballasting of track with crushed stone, gravel or cinder.

### EXPRESS COMPANIES.

There is no company doing business in this State except the Southern Express Company. This company operates its lines over all the railroads in the State except a few very short roads or branch lines. We have had no complaints against this company this year except their interstate tariffs, which are not subject to our authority. This company has also caused complaint by its refusal to pay certain license taxes levied against them in the towns of Batesburg and Jonesville. In these cases the Commission decided that they were without jurisdiction.

## TELEGRAPH COMPANIES.

There are two telegraph companies in the State that do practically all the business of the State; they are the Western Union and the Postal Telegraph companies. We have had no complaints against them during the year. They are now operating the rates made by the Commission.

THE SEABOARD AIR LINE AND THE UNION STATION  
IN THE CITY OF COLUMBIA.

The Commission have in all cases, where it is practicable, insisted upon union accommodation for passengers in all cities and towns entered by two or more railroads. With this very object in view, supported by a positive requirement of the law—as we interpret it—the Commission, from the time that the Seaboard Air Line Railroad entered the city of Columbia to the present, have insisted upon this company's entering into a joint arrangement for the transfer of passengers. This company takes a different view of the law, it seems, and we subjoin here the recent correspondence on this subject, which will give you a very fair view of the respective positions of the Board of Railroad Commissioners and the Seaboard Air Line Railroad. We ask that if the view of the Commission is not the view of your Honorable Body and if still yours is not the view entertained by the railroad that you pass such an act as will make this matter clear.

The correspondence is as follows:

November 19th, 1902.

*Mr. J. M. Barr, General Manager Seaboard Air Line Railway,  
Portsmouth, Va.*

Dear Sir: After a most careful consideration of the general station facilities in the city of Columbia, we find the soundest reasons, based upon the very safe policy of promoting the greatest convenience to the traveling public, upon which to found the demand that your company exhaust every means of entering the new union station in the city of Columbia at reasonable cost or upon reasonable terms, before you establish a permanent landing place for your passengers elsewhere. The present station is commodious and very well equipped to handle considerably more business than they handle at present. It is true you have acquired property for the location of your station, but it is also true that you can find ready sale at fair prices for such as may not be used by you for freight warehouses;

so that no loss need be made on account of lands purchased for these purposes. We believe that the practicability of your entering the new union station at a reasonable cost, and that, too, without any considerable delay to your trains, can be established. And if this is done there can be no apology for your failure to enter the station. We beg to remind you of the very mature sentiment in the public heart, that where railroads enter the same city without offering the opportunities of a union station where such facilities may be had at reasonable cost, they are not offering the people the proper service, nor the conveniences contemplated by them in return for the privileges extended in their bills of franchises. The union station is a demand that is being recognized as a just one everywhere, and the conditions in the city of Columbia, when taken completely and fully into account, point unerringly to the misfortune of having two stations in this city.

The city of Columbia is the recognized railroad center of the State. The volume of passenger traffic through this point is very great, and is still growing. The cost of transfers now constitutes a heavy tax on passenger traffic. This burden of transfer is especially heavy upon traveling salesmen who thread their way to every point in the State, offering competitive advantages to buyers and additional freight to the carrier. These men and the houses they represent should be offered advantages, and not handicaps or embargoes in the way of unnecessary transfer charges.

Whether you attempt anything like connection with Atlantic Coast Line and Southern Railway trains or not, it happens now, and will continue so in the future, that many trains on your system pass through the city within a few minutes of the leaving time for trains on other systems, and vice versa; and passengers attempting to make the change must submit to outrageous charges demanded by irresponsible hackmen. To sum up the argument, it is an imposition upon the public for the lines entering the city to permanently arrange passenger accommodation here that will entail this extra outlay upon passengers passing through, which outlay is, and for all time will be, arbitrary and tyrannous, if it is possible now to forestall the condition in a reasonable way.

We must urge that this matter be given early attention, and to the end that the matter may begin at once to take some shape, we ask that you appoint with the Board an early day to consider this question, either alone or in connection with the authorities of the new station at this place.

C. W. GARRIS,  
For Railroad Commission.

On East and West R. R., November 30, 1902.

*Hon. C. W. Garris, Railroad Commissioner, Columbia, S. C.*

Dear Sir: Your favor of the 19th instant was received in my absence on line, else it would have had earlier reply.

I beg to say that it is now, and has always been, the policy and desire of the Seaboard Air Line Railway to obey the laws of the various states through which it runs and to comply with all reasonable demands made upon it by the authorities of the various cities and towns along its line, and to meet the requirements of its patrons and the public generally.

The request which you make upon us to enter the new station, erected by the Southern Railway and Atlantic Coast Line at Columbia, is impracticable for the reasons given in my letter of September 1st, last, addressed to the Honorable J. C. Wilborn, Chairman of the Railroad Commission of South Carolina. When it was first suggested that we unite with the roads named in the use of the station named, the fullest consideration was given and a careful investigation made. It was found that the use of this station by us was impracticable, for physical as well as for pecuniary causes. The location of this station with reference to our line is such as would involve the use of impracticable grades to reach same and the cost of providing connection would be so great as to render same impracticable.

We have acquired property for passenger facilities at Columbia eligibly located, and in every way desirable, and we have secured, or hope to secure, the necessary franchises from the city authorities to reach these facilities, as they would be an improvement to the city and a great convenience to the traveling public and its business interests. The location selected is convenient and the most advantageous, from a railroad point of view, in the city.

The Seaboard Air Line Railway fully recognizes the importance of Columbia and believes in its future. This is fully demonstrated by the money it has expended and proposes to expend therein.

Union depots are usually desirable, but in every instance business and physical considerations must determine the establishment thereof. In our large cities, such as New York, Philadelphia, Boston, Chicago, Baltimore, Richmond, Savannah, etc., all lines do not use one passenger station, because it is impracticable for them, for physical and pecuniary reasons, so to do. The site of the union passenger station at Columbia was selected by the Southern Railway

and the Atlantic Coast Line without reference to its use by us and we were not consulted in any way with respect thereto. It is one, as stated above, which it is impracticable for us to reach.

I note what you say about transfer charges for the conveyance of passengers and baggage from one station to another. This the railroad companies cannot control. In most cities ordinances regulate the fares charged by hackmen, expressmen, etc., thus protecting the public from the "outrageous charges demanded by irresponsible hackmen." If the conditions named by you in this respect exist in Columbia, the matter should be referred to the municipal authorities for action to prevent the imposition of "arbitrary and tyrannous" charges by hackmen.

Yours truly,

J. M. BARR,  
First Vice-President and General Manager.

December 6, 1902.

*Mr. J. M. Barr, General Manager Seaboard Air Line R. R., Portsmouth, Va.*

Dear Sir: We are in receipt of your favor addressed to this Board under date November 30th. It is very pleasing to the Commission, indeed, to note the policy of your company to be that of obedience to law, and that of readiness to comply with reasonable public demands.

You say the demand that you enter the new union station in the city of Columbia is impracticable for reasons assigned to Chairman Wilborn in a letter addressed to him under date September 1, 1902. In that letter you said that to enter the union station would cost you exceeding \$100,000, and that the grade into and out of the station, on account of your elevation, would be 2 per cent. and thereby impracticable for operation. Feeling that both these estimates are bottomed on impressions, rather than upon the facts gathered from actual investigation, we must advise you that the Board is not impressed with these estimates. We believe, on the other hand, that the scheme is a practicable one, both from the stand of cost and grade. The law providing for union stations, sustained as it is by public sentiment, would not be satisfied to relieve you from your obligations thereunder to enter the union station, except that it is shown by actual measurements and calculations that your entrance is impracticable. And we may well say that the Commission will insist firmly upon your entrance into the union station until your company



has shown impracticability along the lines, and in the manner suggested. The law is imperative and cannot be brushed aside lightly. We hope, therefore, if you still insist that you should not be compelled to enter the station, that you may find it convenient to appoint a conference to consider this matter at some day in the early future. We note your mention of certain large cities which do not have union stations, and you state the reasons for it, but this in no wise argues that travel would not be greatly facilitated if union depots were in use at these cities.

Let us have your usually early attention to this matter.

By order of the Board.

C. W. GARRIS,  
Commissioner.

Portsmouth, Va., December 29, 1902.

*Hon. C. W. Garriss, Railroad Commissioner, Columbia, S. C.*

Dear Sir: Referring again to your favor of the 6th instant, in reference to the use of Union Passenger Station at Columbia by us.

I now beg to say in reply that the estimate of cost providing a connection between our track at Columbia and said station, \$100,000, was made by our chief engineer in compliance with a request from me, without an actual survey. It was based on the known elevations of the respective tracks and the known distance of union station from our tracks. It was considered an approximate estimate at the time it was made and we believe it is approximately correct.

After a careful examination of the Statutes we fail to find any law in South Carolina which imposes upon us the obligation of using a union passenger station belonging to other roads, remote from our right of way and not immediately contiguous to a junction between such roads and our line. It has already been decided by the Supreme Court of the United States that one railroad cannot compel another to grant it the use of its terminal facilities at any point. This being the case, no court in this country can compel a railroad to use the terminal facilities of another railroad. If it could, the line owning such facilities could charge for their use such compensation as it saw fit and such compensation as to absolutely make their use prohibitive.

We must decline, therefore, to use the station in question for the following reasons:

1st. The cost of providing connection between our track and

said station, and the grade of connecting track required between same, would be such as to render the use thereof impracticable.

2nd. Such station could not be used by us except at the loss of very considerable time in the movement of through trains between the north and south over our line.

3d. The location purchased by us at Columbia for passenger station use is more convenient to the people thereof and to the people using our line than that occupied by the Union Passenger Station, the interchange of business between our line, the Southern Railway and Atlantic Coast Line at Columbia, being inconsiderable.

In view of the fact that we are unwilling to use the Union Passenger Station for the reasons named, I do not believe you will care to have a conference with us in this connection. If you do, however, I will be glad to arrange therefor at an early day.

Yours truly,

J. M. BARR,  
First Vice-President and General Manager.

#### CONCLUSION.

In conclusion we desire to say that barring the delay that attends the great inconvenience of the location of the general offices of the three principal railroads outside of the State, our relations have been very pleasant with the transportation companies during the year. The companies have shared the general prosperity of the country, as may be seen by their improvements.

The policy of the Commission will be directed in the line of seeing that a proper proportion of earnings are returned to improvements.

ANNUAL REPORT TO THE RAILROAD COMMISSION-  
ERS OF SOUTH CAROLINA, BY THE WESTERN  
UNION TELEGRAPH COMPANY.

Intrastate business. . . . .	\$ 43,930 92
Interstate business. . . . .	98,686 26

Total annual gross receipts. . . . .	\$142,617 18
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Total annual expenses. . . . .	134,798 43
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Total net earnings from Intra and Interstate business.	\$ 7,818 75
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The intra and interstate net earnings cannot be separated.

Value of all property in the State of South Carolina. . .	\$264,787 00
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The number of offices in the State of South Carolina. . .	295
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The number of agents and all other employees. . . . .	444
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Inquiry. What is the total capitalization of property in the State?

The capitalization of the company has not been made with reference to State lines and it is not possible to answer this question. Naturally the capital there has relation chiefly to the value of the property and its earnings, gross and net, all of which are stated above.

Inquiry. Give total bonds, mortgages, preferred stock, or any other form of indebtedness or liabilities, the proceeds of which may have entered the permanent investment account, with the per centum of interest accruing upon such obligation, and total annual interest liabilities?

The company has no preferred stock and no bonds, mortgages or other form of indebtedness which is a lien upon the property of the company in South Carolina.

The total taxes, State, county, town and special, amount

to about. . . . .	\$4,000 00
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Net earnings applicable to dividends on stock as above. . .	7,818 75
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THOS. F. CLARK,  
Vice-President.

Sworn to before me this 20th day of December, 1902.

E. A. MACCLEAN,

Notary Public, N. Y. Co., No. 1.

The following circulars have been issued during the year :

CIRCULAR No. 46.

(Reissued July 26, 1902, Without Change of Number.)

Columbia, February 24, 1898.

Exception Sheet No. 3, of the South Carolina Railroad Commission, now reads :

Hoop Splits, C. L., same as Wood.  
Poles, Hoop, C. L., same as Wood.  
Stave Bolts, C. L., same as Wood.

Changed to read :

Hoop Splits, C. L., 8 cords,  
Poles, Hoop, C. L., 8 cords,  
Stave Bolts, C. L., 8 cords,

CLASS.

P.  
P.  
P.

By order of the Board.

D. P. DUNCAN,  
Secretary.

J. C. WILBORN,  
Chairman.

## CIRCULAR No. 59.

Columbia, S. C., July 26, 1902.

On account of an omission in the S. C. Exception Sheet to the Southern Classification applying on freight shipments in South Carolina, the following circular is issued not to change, but to explain the present classification on that class of freight.

Classification on stave bolts is amended to include "Staves split in the rough."

A classification is hereby authorized for application on coal and coke in L. C. L. lots packed in sacks or barrels.

	Class		Class
<b>1st. As to cotton products:</b> Dry goods, viz.: Any of the following named articles (taken only at actual weights) made wholly of cotton, when specific name of article and name of shipper are plainly marked on outside of packages, and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods," will not be sufficient), in bales, O. R. of chafing, or in boxes, viz.: Backbands, made of cotton webbing. Calicoes. Cambrics, glazed. Canton flannels, plain or dyed. Canvas. Cottonades. Checks, domestic. Cheviots, domestic. Crash, linen or cotton. Denims. Drills.	5	<b>Dry Goods, Continued:</b> Duck. Gingham, domestic. *Jeans. *Jeans, corset. Kerseys. Osnaburgs. Plaids. Rope. Sack material. Sheetings, bleached or brown Shirting. Stripes, domestic. Teazle cloth. Tickings. Twine. Warp. Waste, cotton. Waste, cotton, manufactured Webbing, backband. Wicking. Yarn.	5
		<b>2d. As to Staves "split in the rough":</b> Stave bolts and staves split in the rough, the same as wood.	
		<b>3d. As to Coal and Coke:</b> Coal and coke, L. C. L., in sacks or barrels.	D

\*Agents, when making bills of lading or way bills for shipments of jeans, must always specify whether cotton or woolen jeans.

By order of the Board.

D. P. DUNCAN,  
Secretary.

J. C. WILBORN,  
Chairman.

## DEMURRAGE.

## RULES AND REGULATIONS GOVERNING THE RAILROADS IN THE PLACING OF EMPTY CARS.

1. All Railroad Companies in the State of South Carolina are subject to the rules hereunder promulgated.

2. For other than perishable freights the Railroad Company applied to by any shipper for a car or cars shall furnish same properly placed FOR BEING LOADED TO POINTS IN THE STATE OF SOUTH CAROLINA within four days from twelve o'clock M. next day after such application.

3. For perishable freights such as vegetables, melons, fruits, berries, beans or peas, or like freights, cars shall be placed within three days following application; unless the application state a particular later period. Provided: These rules do not apply to private cars.

4. The time allowed the roads for the placing of cars in these rules is designated as "free time."

5. For each day or a fraction of a day's delay after the expiration of free time the road offending shall forfeit and pay to the shipper the sum of one dollar per car per day. Any shipper, consignee, or owner to avail himself of the benefits of any forfeiture provided for in these rules must make his application in writing, and to facilitate the making of such application the several railroads of the State shall provide suitable blanks for that purpose to be kept at all agencies.

6. The Railroad Companies may, when the freights so to be transported are not in sight, or when there is reason to believe the application is not made in good faith, require applicant to deposit two dollars for each car. This money may be retained as a forfeit to the Railroad Company, in case the car is not loaded, to pay trackage; if the car is loaded then the said two dollars shall be refunded to the shipper with the bill of lading.

7. The period of time during which the movement of trains is suspended on account of accident or any cause not within the power of the roads to prevent, shall be added to the free time allowed herein and accounted as additional "free time."

## Passenger' Rules and Regulations.

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1. On all railroads a half fare of not more than two cents per mile for children under twelve years old or over six years of age shall be charged.

2. No railroad company shall be allowed to charge more than 10 cents as a minimum full or half rate between regular stations, when the fare would be less than that amount.

3. The fare shall always be equal to the distance in miles multiplied by three.

4. Railroad companies are required, at all stations, to open their waiting rooms at least thirty minutes before schedule time for the arrival of all passenger trains. These rooms shall be provided with lights, and when the inclemency of the weather requires it, with fire.

5. Upon a corpse the regular passenger fare may be charged. If not in good condition, or improperly packed, or not accompanied by a person in charge, the railroad company may decline to receive it.

6. There shall be no unjust discrimination as to passenger rates in favor of or against any individual or locality. Provided, however, That this rule shall not be so construed as to prevent railroad companies from issuing commutation, excursion or thousand mile tickets as the same are now issued.

7. On each passenger car shall be carried, in a conspicuous place, one good hand-saw and one good club-axe for use in case of accident.

8. Notice of any change in the schedule time of passenger trains must be conspicuously posted at each of the stations along the line of the road at least three days before the change is to take effect.

9. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

10. Every railroad corporation, when requested, shall give checks to passengers for their baggage when delivered for transportation in good shipping order, and shall redeliver the same to the passengers upon the surrender of their checks.

11. Whenever any passenger train on any railroad in this State shall be more than one-half of an hour behind its schedule time, it shall be the duty of said railroad company to bulletin and to keep posted at every telegraph station along its line in the direction in

which said train is going the time such train is behind its schedule time, and the time of its arrival as nearly as can be approximated.

12. Whenever there is, by reason of accident or otherwise, a break or obstruction on any railroad in this State, which will delay any passenger train on said road, it shall be the duty of said road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor shall give notice of said obstruction to the passengers in the cars, before leaving the station, and the delay that will probably be caused by the same.

13. On all passenger trains in this State the railroads shall furnish safe and adequate heating appliances, and shall keep the passenger coaches sufficiently warm to make the passengers comfortable whenever the weather is cold enough to make heating necessary or desirable to the passengers.

14. No passenger station or depot shall be discontinued before due notice has been given the Commission, and a full investigation made and written permission granted for such action.

## Excess Baggage Tariff.

### For All Baggage Over One Hundred and Fifty Pounds.

For 20 miles and under.....	10 cents per 100 pounds.
For 30 miles and over 20.....	15 cents per 100 pounds.
For 40 miles and over 30.....	20 cents per 100 pounds.
For 60 miles and over 40.....	25 cents per 100 pounds.
For 70 miles and over 60.....	30 cents per 100 pounds.
For 80 miles and over 70.....	35 cents per 100 pounds.
For 90 miles and over 80.....	40 cents per 100 pounds.
For 100 miles and over 90.....	45 cents per 100 pounds.
For 110 miles and over 100.....	50 cents per 100 pounds.
For 120 miles and over 110.....	55 cents per 100 pounds.
For 130 miles and over 120.....	55 cents per 100 pounds.
For 140 miles and over 130.....	60 cents per 100 pounds.
For 150 miles and over 140.....	65 cents per 100 pounds.
For 160 miles and over 150.....	70 cents per 100 pounds.
For 170 miles and over 160.....	75 cents per 100 pounds.
For 180 miles and over 170.....	80 cents per 100 pounds.
For 190 miles and over 180.....	85 cents per 100 pounds.
For 200 miles and over 190.....	90 cents per 100 pounds.



For 210 miles and over 200.....	95 cents per 100 pounds.
For 220 miles and over 210.....	100 cents per 100 pounds.
For 230 miles and over 220.....	105 cents per 100 pounds.
For 240 miles and over 230.....	110 cents per 100 pounds.
For 260 miles and over 240.....	115 cents per 100 pounds.
For 290 miles and over 260.....	120 cents per 100 pounds.
For 320 miles and over 290.....	125 cents per 100 pounds.
For 350 miles and over 320.....	130 cents per 100 pounds.
For 400 miles and over 350.....	135 cents per 100 pounds.
For 450 miles and over 400.....	140 cents per 100 pounds.

Note 1.—No more than ten (10) cents shall be allowed to be collected as a minimum charge.

Note 2.—Any baggage master or other person whose duty it is to handle, remove or take care of the baggage of passengers, must be required to use the greatest care in the handling of the same, so that no injury shall be done to any trunk, valise, box, package or parcel while loading, transporting, unloading, delivering or storing the same.

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## Freight Rules and Regulations.

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1. The Commission is required by the General Railroad Act to determine "what shall be the limits of longer and shorter distances," and ten miles has therefore been fixed as the usual limit for a change of freight rates; but the railroads may, if they so desire, for intermediate distances, adopt rates also intermediate between those given in the table. Stations not over two miles beyond the upper limits of any ten mile group may be included in such group.

2. Each railroad company shall make a table showing distances between all its stations, by name, and shall post the same, together with the "Standard Freight Tariff" and classification prescribed by the Commission, in a conspicuous place at their respective stations.

3. In the application of the "Standard Freight Tariff" for purposes of transportation, main lines, branches and connecting railroads, when operated together or controlled by one company, shall be regarded as parts of one road, and the rates shall be computed as upon parts of one and the same road.

4. For a like service, for equal distances, more shall not be charged to one than to another person, nor shall the same or more

be charged for a shorter than for a longer distance; it being understood, however, that this rule shall not be so construed as to interfere with the provisions of Rules 9 and 10.

5. There shall be no discrimination by any railroad company chartered by this State in favor of or against any railroad company with which it may connect, but each road shall deal with all its connections at any one point on the same terms, and shall afford the like usual customary facilities for the interchange of freight between all of its connections at the same point, any contract, combination, joint ownership or management to the contrary notwithstanding.

6. No rebate, bonus, drawback or other advantage in any form shall be allowed, directly or indirectly, upon shipments made or service rendered to any person, but the rates shall be the same to all, and public.

7. The rates fixed by the "Commissioners' Standard Freight Tariff" are maximum rates, which the railroads shall not exceed. They may adopt lower rates; but if they do so for one they shall for a like service adopt the same reduced rates for all persons; and if they fix less freight rates from one station they shall make a reduction of the same per cent. at all stations along the line of road (except as provided for by Rules 9 and 10), so as not to discriminate against any person or locality.

8. The rate of freight by regular passenger train shall not exceed the rate allowed by ordinary freight trains for first class freight with 50 per cent. added thereto, and no railroad company shall, by reason of any contract with any express or other company, decline or refuse to transport any article proper for transportation on the train for which it is offered.

9. The railroads are authorized to charge twenty-five cents on any single shipment, although by the tariff the rate may be less than that amount.

10. The railroads will not be required to "regulate their charges for shorter distances by their proportion of through rates between terminal or junctional competitive points."

11. Prompt notice shall be given to the Commission of any reduction of rates, and the reduced rates shall be posted conspicuously near the "Standard Freight Tariff."

12. Applications to the Commission for joint rates between stations on different railroads, not controlled by the same company, must be made in writing.

13. A ton is 2,000 pounds. A car load is 20,000 pounds, unless

otherwise provided for in classification. For loads over 20,000 pounds prorate at car load rates. Where rates are fixed for articles of freight in less than car loads the aggregate amount shall not exceed the car load rates for such articles.

14. No railroad company doing business in this State shall refuse to receive any shipment of goods for transportation over its lines by reason of any contract, agreement or arrangement existing between it and railroad companies as to the transportation of freight according to percentages, or otherwise.

15. No freight station or depot shall be closed for the reception or delivery of freight without the written consent of the Railroad Commission.

Note 1.—Shippers may be required to load and unload car loads of articles opposite to which "See Note 1" appears in the classification.

Note 2.—Extra Handling.—The charges for handling extra heavy single articles may be as follows, viz.: For any article weighing 2,000 pounds or less, no extra charge; from 2,000 to 3,000, \$3; 3,000 to 4,000, \$5; 4,000 to 5,000, \$7; 5,000 to 6,000, \$8; 6,000 to 7,000, \$10; over 7,000, rate by special contract.

Note 3.—Fertilizers.—The term embraces the following and like articles when intended to be used as Fertilizers: Bone, ground or dissolved, Bone Black, South Carolina Lump and Ground Phosphate. NATURAL GUANOS.—Fish, Bird, Peruvian, Alto Vela, Navassa, lump and ground; Soluble Pacific, Fine Ground Plaster, Plaster of Paris, Sulphate of Ammonia, Blood, Dried Fish, Fish Scrap, Castor Pomace, Tankage. POTASH.—German Salts of (Kainit), Muriate of, Sulphate of. SODA.—Nitrate of, Sulphate of, Nitrate Cake, Salt Cake, Super Phosphate, with or without Potash; Ammoniated Phosphates, with or without Potash.

Complaints.—All complaints presented to the Railroad Commission must be clearly set forth in writing, giving such particulars of time, place and circumstances as may enable the defendants to answer the same intelligently.

Defenses.—In like manner all defenses must be distinctly set forth in writing.

## Rules Governing Express Companies.

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### EXPRESS TARIFF—SPECIAL INSTRUCTIONS.

**Agricultural Implements**—The Standard Classification quotes two classes of Agricultural Implements. Bulky implements will be subject to double merchandise rates; others will be charged merchandise rates. The following are bulky:

Cleaners, Cotton Seed; Cradles, Grain, set up; Cultivators, set up; Cutters, Ensilage, Straw and Hay, set up; Distributors, Guano, set up; Drills, Grain, set up; Dusters, Bran, set up; Evaporators, Fruit; Evaporators, Sugar; Fans, Wheat; Horse Powers, Railroad or Endless Chain; Hullers, Cotton Seed and Clover; Incubators, K. D., packed; Manure Spreaders, set up; Mills, Fan; Mills, with trains, Sugar; Mowing and Reaping Machines, Binders and Harvesters, whether combined or separate, set up; Planters, Corn and Cotton, set up; Plows, Gang and Sulky; Presses, Hay and Cotton, set up; Purifiers; Middlings; Rakes, Horse, set up; Wheelbarrows, Railroad, common carrier's convenience; Wheelbarrows. Wood, set up.

Such of these articles as can be carried by express will be taken at double merchandise rates.

### CLASSIFICATION OF PERISHABLES, ETC., CARRIED AT LESS THAN MERCHANDISE RATES.

For the purpose of promoting local traffic between points in this State and developing the production of the commodities herein quoted, agents are authorized to use rates to be found by using the following scale.

Following classification is made:

Class A—To consist of merchandise.

Class B—To consist of the following: Asparagus, Berries, Butter, Cherries, Celery, Coarse Furs, Dressed Poultry, Eggs, Fish, Fresh Meat, Game, Honey (in the comb), Oysters (except in shell), Trees and Shrubs (for planting).

Class C—To consist of the following: Beans, Green Hides, Ice Cream, Lettuce (gross weight), Peaches, Peas, Plums, Strained Honey, Turtles (in barrels).

Class D.—To consist of the following: Ale, Apples, Bananas, Beer, Beets, Cheese, Crackers, Chestnuts, Cabbage, Carrots, Coconuts, Cider, Compressed Yeast (see Standard Classification), Cantaloupes (in crates or barrels), Cucumbers, Egg Plant, Grapes, Greens, Green Corn, Lemons, Minerals and Spring Waters, Oranges, Oysters (in shell), Okra, Pineapples, Pomegranates, Potatoes, Pears, Parsnips, Pop, Radishes, Salt and Dry Fish, Sausage, Squash (in crates), Sugar Cane, Soda Water, Tomatoes, Turnips.

The following Scale of Charges will apply as Hereinbefore Instructed:

When the Rate on Mdse. Is	Charge as Follows on Other Classes			When the Rate on Merchandise Is	Charge as Follows on Other Classes		
	Class B.	Class C.	Class D.		Class B.	Class C.	Class D.
40	40	40	40	3 25	2 25	2 00	1 75
50	45	45	40	3 50	2 50	2 25	2 00
60	50	50	40	3 75	2 50	2 25	2 00
75	65	60	50	4 00	2 75	2 50	2 25
90	75	70	60	4 25	3 00	2 75	2 50
1 00	80	75	60	4 50	3 00	2 75	2 50
1 25	1 00	90	70	4 75	3 00	2 75	2 50
1 50	1 25	1 15	90	5 00	3 25	3 00	2 75
1 75	1 50	1 25	1 00	5 25	3 25	3 00	2 75
2 00	1 50	1 25	1 15	5 50	3 50	3 25	3 00
2 25	1 75	1 50	1 25	5 75	3 75	3 50	3 25
2 50	2 00	1 75	1 40	6 00	4 00	3 75	3 50
2 75	2 00	1 75	1 50	6 50	4 00	3 75	3 50
3 00	2 25	2 00	1 75				

Fresh fish, requiring ice for preservation in transit, may be carried between points at net weight, with 25 per cent. added when ice is used.

### STANDARD EXPRESS TARIFF.

For the following named roads:

Atlantic Coast Line.

Blue Ridge R. R.

Cape Fair and Yadkin Valley R. R.

Charleston and Western Carolina R. R.

Columbia, Newberry and Laurens R. R.

Florida, Central and Peninsula R. R.

Georgetown and Western R. R.

Lancaster and Chester R. R.

Ohio River and Charleston R. R.

Plant System.

Southern Railway.

Mileage		Express Rates Per 100 Pounds.			
Over Miles	Not Over Miles	Merchandise	Class B	Class C	Class D
1	25	\$ 30	\$ 30	\$ 30	\$ 30
25	70	50	45	45	30
70	149	75	65	60	50
149	159	80	75	70	60
159	170	90	75	70	60
170	190	1 00	80	75	60
190	209	1 10	1 00	90	70
209	238	1 25	1 00	90	70
238	266	1 40	1 25	1 15	90
266	285	1 50	1 25	1 15	90

Packages not exceeding 5 pounds in weight, or \$5.00 in value, between any two points in South Carolina on each of the above named railroads, will be carried for 25 cents.

On account of certain local stations the following tariff is fixed for the

Carolina Midland R. R.

Carolina and Northwestern R. R.

Seaboard Air Line.

South Carolina and Georgia R. R.

Mileage.		Express Rates Per 100 Pounds.			
Over Miles.	Not Over Miles	Merchandise.	Class B.	Class C.	Class D.
1	25	\$ 30	\$ 30	\$ 30	\$ 30
25	50	50	45	45	40
50	75	60	50	50	40
75	149	75	65	60	50
149	159	80	75	70	60
159	170	90	75	70	60
170	190	1 00	80	75	60
190	209	1 10	1 00	90	70
209	238	1 25	1 00	90	70

Same rule as above for five-pound packages.

### SHIPMENT OVER TWO OR MORE ROADS NOT UNDER THE SAME CONTROL.

On all shipments of freights by the Southern Express Company originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rates charged shall not be greater than the sum of the local rates on such freights, less ten per cent. for the distance hauled over each road.

## STANDARD COTTON TARIFF FOR SOUTH CAROLINA.

For all roads unless otherwise provided for.

To take effect September 1st, 1899.

Miles.	Rate.
10 miles and under.. . . .	7 cents.
15 miles and under.. . . .	10 cents.
20 miles and under.. . . .	10 cents.
25 miles and under.. . . .	14 cents.
30 miles and under.. . . .	15 cents.
35 miles and under.. . . .	17 cents.
40 miles and under.. . . .	18 cents.
45 miles and under.. . . .	20 cents.
50 miles and under.. . . .	20 cents.
55 miles and under.. . . .	21 cents.
60 miles and under.. . . .	22 cents.
65 miles and under.. . . .	23 cents.
70 miles and under.. . . .	23 cents.
75 miles and under.. . . .	24 cents.
80 miles and under.. . . .	24 cents.
85 miles and under.. . . .	25 cents.
90 miles and under.. . . .	25 cents.
95 miles and under.. . . .	26 cents.
100 miles and under.. . . .	26 cents.
110 miles and under.. . . .	26 cents.
120 miles and under.. . . .	28 cents.
130 miles and under.. . . .	29 cents.
140 miles and under.. . . .	30 cents.
150 miles and under.. . . .	31 cents.
160 miles and under.. . . .	32 cents.
170 miles and under.. . . .	33 cents.
180 miles and under.. . . .	34 cents.
190 miles and under.. . . .	35 cents.
200 miles and under.. . . .	35 cents.
210 miles and under.. . . .	36 cents.
220 miles and under.. . . .	38.5 cents.
230 miles and under.. . . .	39 cents.
240 miles and under.. . . .	39.5 cents.
250 miles and under.. . . .	40 cents.
260 miles and under.. . . .	40.5 cents.
270 miles and under.. . . .	41 cents.

280 miles and under.. . . .	41.5 cents.
290 miles and under.. . . .	42 cents.
300 miles and under.. . . .	42.5 cents.

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### SPECIAL WOOD TARIFF.

The following special wood tariff is used by all the railroads in the State for all local traffic:

#### Fuel Wood.—Ten Cord Minimum.

Miles.	Per Cord.
12 miles and under.. . . .	\$ 50
20 miles and over 12.. . . .	60
30 miles and over 20.. . . .	70
40 miles and over 30.. . . .	75
50 miles and over 40.. . . .	80
60 miles and over 50.. . . .	85
70 miles and over 60.. . . .	90
80 miles and over 70.. . . .	95
90 miles and over 80.. . . .	1 00
100 miles and over 90.. . . .	1 05
110 miles and over 100.. . . .	1 10
120 miles and over 110.. . . .	1 11
130 miles and over 120.. . . .	1 12
140 miles and over 130.. . . .	1 13
150 miles and over 140.. . . .	1 14
160 miles and over 150.. . . .	1 15

### DEMURRAGE RULES.

#### RULE 1.

##### • FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full car-load or not, shipped to one consignee and taking track delivery is subject to car service regulations.



## RULE 2.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the contents, weight and amount of freight charges due thereon, as shown by the way bill; and when goods or freight of any kind in carload quantities arrive, said notice must contain in addition thereto, letters, or initials of the car, number of the car. Demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

## RULE 3.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time begins at 12 o'clock a. m. on the day after such notice has been given. Constructive notice referred to consists of posting notice by mail to the consignee. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours free additional time to be added to the forty-eight (48) hours, making seventy-two (72) hours to be computed from the day after notice was mailed; provided, however, that if, in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees have received such notice, that no demurrage charges shall be made until after legal notice, as above specified is given.

## RULE 4.

1. A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of tracks when cars are not loaded or unloaded within forty-eight (48) hours in the case of personal notice and seventy-two (72) hours in the case of mailed or constructive notice, except when loaded with grain, flour, meal, bran, mill feed, cotton seed, cotton seed meal, cotton seed hulls, fertilizers, fertilizer material, hay, coal, pyrites, bulk apples, bulk potatoes, bulk cabbages, dressed lumber (in box cars), brick and crushed stone, twenty-four (24) additional hours will be allowed for unloading. It being understood that said car or cars are to be placed and remain accessible to the shipper or consignee for the purpose of loading or un-

loading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct the unloading of the same, the consignee shall not be chargeable with the delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of twenty-four (24) hours additional time.

Any fraction of a day shall be considered a day.

#### RULE 5.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receive the same or not.

#### RULE 6.

Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give direction for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are held to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to the benefit of this rule.

#### RULE 7.

A consignee living four miles or over from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of ordinary diligence.

## RULE 8.

Railroad companies are authorized to hold such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

## RULE 9.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sunday or legal holidays), computed from 12 o'clock a. m. the day after the arrival of the same, the shipper or consignee shall be paid one dollar per day for each day said delivery is so delayed.

## RULE 10.

1. Cars containing freight are to be delivered upon carload delivery tracks or private sidings designated by consignee upon arrival.

2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with agent, within twenty-four (24) hours, will be considered as requiring general track delivery, and shall be so placed after twenty-four hours.

3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks, except that on cars consigned to private sidings already fully occupied and delivery thereof impracticable, detention is to be computed from time of notification.

4. Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time.

This rules applies to the state of the weather during business hours.

## RULE 11.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage

or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed.

If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of this Commission: Provided, That this rule shall not apply to package freight received in less than car load lots and unloaded at depots and warehouses. Provided, further, That the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

#### RULE 12.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are properly loaded and shipping instructions given, the railroad agent must immediately issue bills of lading therefor; and if said car or cars are detained or held, and not carried forward (not including Sundays and legal holidays), within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar per car for each day or fraction of a day that said car or cars are thus detained or held.

#### RULE 13.

No other charge shall be made for demurrage on car service cars so defined by Rule 1 except as provided in the foregoing rules. And these rules shall become effective February 1st, 1901.

#### PACKAGE STORAGE RULES.

Rules and regulations of the South Carolina Railroad Commission for storage on package freight. Effective August 1st, 1901:

Whereas an Act was passed by the General Assembly of South Carolina at the regular session of 1901, and thereafter approved by the Governor on the 15th day of February, A. D. 1901, authorizing and requiring the Board of Railroad Commissioners "to fix and prescribe a schedule of maximum rates and charges for storage made and charged by the railroads doing business in this State, and to fix

what time after the reception of freight at place of destination such charges of storage shall begin" and for other purposes;

Now, be it resolved, That we, the Board of Railroad Commissioners, do by virtue of the authority conferred by said Act, fix the following rules and maximum rates for storage charges to apply to all freight stored by the railroads doing business in this State:

1. All freight received for delivery is subject to storage regulations.

2. All package freight not removed by owners from the custody of the railway company, within seventy-two (72) hours after legal notice of the arrival thereof has been given to consignee, computed from 12 o'clock of the day following the date of such notice of arrival, shall thereafter be subject to a charge for storage, as set forth in Rule 4 of these regulations.

3. Prompt notice shall be given to consignees of the arrival of freights, and the said notice must show date of its issue, and the time allowed for removal without charge for storage.

4. The maximum charges for the storage of freight by the railroads, when stored in the warehouses of the said railroads in this State, shall be as follows:

For five days and under, 1c. per hundred pounds per day.

For 10 days and over 5 days, 6c. per hundred pounds.

For 20 days and over 10 days, 8c. per hundred pounds.

For 30 days and over 20 days, 10c. per hundred pounds.

For 40 days and over 30 days, 13c. per hundred pounds.

For 50 days and over 40 days, 15c. per hundred pounds.

Each additional week and fraction thereof thereafter, 1c. per hundred pounds. The minimum charge for any one shipment shall be five cents. Not more than one dollar per day shall be charged for any one consignment not in excess of a car load.

5. A consignee living four miles or over from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of ordinary diligence.

6. Shipments detained because billed to order and awaiting bills of lading or instructions as to disposition, shipments held for want of billing instructions, shipments held for inspection, change of billing or for any other purpose, by owner or his agent, are subject to storage charges, and if such freights are forwarded to any other point accrued storage will be added to the billing as back charges.

7. The rates herein prescribed are maximum rates, but these regulations will not be held to be violated if lower rates are made by the roads, provided that all shippers at the same point are assessed similar rates without discrimination.

8. Legal holidays and Sundays shall not be taken into account in reckoning the seventy-two hours herein allowed for removal of freight without charges.

9. Due diligence on the part of the shipper or consignee to remove freight promptly shall be deemed by the railroads a sufficient ground upon which to remit storage charges accruing by reason of bad weather or impassable roads.

10. Freight and storage charges must be billed in separate items though they may be billed in the same sheet.

### MILLING-IN-TRANSIT RULES.

The matter of a milling-in-transit rate on wheat going to mills was taken up on application from many new roller wheat mills, and the following rules were issued:

### RULES.

1. Wheat or corn may be shipped from railway stations in South Carolina—

2. To milling points located on the railroads in South Carolina and milled and the product reshipped to stations in South Carolina under the following rules, viz:

3. Shipments of wheat or corn to be milled in transit must be billed to the milling point at full tariff rates.

4. Original bills of lading and expense bills for wheat or corn (the product of which is to be re-shipped) must be surrendered to the railroad's agent at milling point.

5. These bills of lading and expense bills must be canceled so as to prevent their use a second time.

6. The quantity of the milled product to be shipped out under this arrangement will be 200 pounds of flour for every 270 pounds of wheat, 70 pounds of offal for every 270 pounds of wheat, 56 pounds of meal, grist or hominy for every 56 pounds of shelled corn received.

7. The agent at milling point must keep a ledger account with the mill, which should show the receipts of wheat or corn, and the shipments of each kind of milled product made thereunder, so as not

to exceed the allowance of milled product shipped out as provided for in Clause 6.

8. Way-bills for the product from milling points must show the original point of shipment of the wheat or corn from which it is milled and the number and date of the way bill upon which it is received at the mill.

9. When the conditions of the rules of this circular have been fully complied with, the agent at the milling point is authorized to way-bill shipments of milled products at the difference between the rate on the wheat or corn into the mill and at the rate on the milled product for a distance equal to the sum of the distance from point of origin of the grain (from which milled) to the milling point, plus the distance from the milling point to destination of the milled product, as provided for in local tariff of all railroads.

For example, the agent at Rock Hill, S. C., has a shipment of flour in sacks milled from wheat received from a point 75 miles distant from Rock Hill, to be reshipped to a point 50 miles from Rock Hill. In this instance the total haul is 125 miles. The rate on the wheat into the mill is  $13\frac{1}{2}$  cents, the rate on the flour in sacks (Class C) for a distance of 125 miles is 20 cents. Shipment should be way-billed from Rock Hill to destination at the difference between the rate on the grain into the mill and the rate on flour in sacks for the combined distance, or 125 miles, which is  $6\frac{1}{2}$  cents per hundred pounds.

### TELEGRAPH COMPANIES.

The following rules govern the telegraph companies in this State :

Rule No. 1. No telegraph company shall charge or collect more than twenty-five cents for any message of ten words or less, exclusive of date, address and signature, between any two points within the limits of this State, on its lines, nor more than two cents for each additional word on a day message, and no more than one cent for each additional word on a night message.

Rule No. 2. No independent telegraph office where messages are received and transmitted for the public shall be discontinued or abolished without first obtaining the consent of this Commission, upon an application duly filed by the said company desiring such discontinuance, wherein shall be stated the reason therefor ; it being understood that this refers to the main office, and does not include branches of the main office at any place. Such branches may be opened or closed as the exigencies of business may require.

Rule No. 3. Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed the sum of forty cents for such message, of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three cents for each additional word.

Rule No. 4. On or before November 1st of each year the telegraph companies shall make to the Railroad Commission an annual report of their operations in the State of South Carolina, including receipts and expenses, for the year ending June 30th preceding.



# SOUTHERN CLASSIFICATION.

Is adopted as the Classification for this State. Except as herein otherwise classified in the South Carolina Railroad Commission Exception Sheet, No. 3. The general rules of the Southern Classification shall apply where they do not conflict with the rules and regulations of this Board.

## EXPLANATION OF CHARACTERS.

1 stands for First Class.  
2 stands for Second Class.  
3 stands for Third Class.  
4 stands for Fourth Class.  
5 stands for Fifth Class.  
6 stands for Sixth Class.  
1½ stands for 1½ times First Class.  
D1 stands for Double First Class.  
3T1 stands for Three Times First Class.  
4T1 stands for Four Times First Class.

A, B, C, D, E, F and H stands for Classes A, B, C, D, E, F and H respectively.  
L. C. L. stands for Less than Car Load.  
C. L. stands for Car Load.  
N. O. S. stands for Not Otherwise Specified.  
K. D. stands for Knocked Down.  
S. U. stands for Set Up.

A	Class	A	Class.
Accoutrements, military. . . .	1	Sulphuric, in drums, L. C. L..	5
Acids (carrier's option), viz..		Same, C.L., min. wt. 30,000 lbs.	6
Acetic, liquid, in barrels or drums, L. C. L.. . . .	3	Sulphuric, in tank cars, C. L., min. wt. capacity of tank..	6
Same, C.L., min. wt. 30,000 lbs.	5	N. O. S., dry in boxes.. . .	2
Carbolic, crude, in barrels or drums. . . . .	3	N. O. S., dry, in kegs, barrels or casks.. . . .	3
Carbolic, liquid, in drums or tubes (see note) . . . . .	5	N. O. S., liquid, in glass or in cans, boxed.. . . .	1
NOTE.—Drums or tubes containing liquid carbonic acid, must be plainly marked, by proper label or otherwise, "NOTICE—DANGER! This package must not be exposed to the sun or stored in a warm place."		N. O. S., in glass or lead carboys, protected.. . . .	1
Cresylic, see Acid, carbolic.		N. O. S., in wood.. . . .	2
Lackic, in wood, L. C. L.. . .	3	N. O. S., in drums.. . . .	3
Same, C. L.. . . . .	5	Advertising matter; see Printed matter.	
Lactive in wood, L. C. L.. . .	3	Aerated waters (such as Moxie); see Waters.	
Same, C. L.. . . . .	5	Agateware, granite or enameled ware, iron or steel, L.C.L.	2
Muriatic, in carboys, L.C.L.. .	2	Same, C. L.. . . . .	4
Same, C.L.. . . . .	4	Agateware, granite or enameled ware, iron or steel, in mixed C. L. with tinware, galvanized iron buckets and tubs, etc.; see Tinware.	
Muriatic, in drums. . . . .	4	Agricultural implements, C. L., owners to load and unload, viz.:	
Muriatic, in tank cars, C. L., min. wt. capacity of tank. .	6	Cleaners, tobacco, min. wt. 15,000 lbs.. . . . .	3
Nitric, in carboys, L. C. L.. .	2	Evaporators, sugar, manufactured of iron, min. wt., 20,000 lbs.. . . . .	4
Same, C. L.. . . . .	4	Fodder shredders, min. wt. 12,000 lbs.. . . . .	4
Nitric, in drums, L. C. L.. . .	3	Harvesters and pickers, cotton, min. wt. 15,000 lbs.. .	3
Same, C. L.. . . . .	4	N. O. S., min. wt. 20,000 lbs..	6
Pyroligneous, liquid, in barrels or drums, L. C. L.. . . .	3		
Same, C.L., min. wt. 30,000 lbs.	5		
Stearic, in barrels.. . . .	6		
Sulphuric, in carboys, boxed, L. C. L.. . . . .	2		
Same, C. L.. . . . .	4		

A	Class.	A	Class.
Agricultural implements, L. C.		Harvesters and pickers, cotton	1
L., viz:		Harvesters, N. O. S.; see Mow-	
Binders; see Mowing ma-		chines.	
Cleaners, cotton seed.. . . .	3	Hoes, in bundles .....	3
Cleaners, tobacco.. . . .	2	Hoes, without handles, in bbls.	
Cockle machines (for separa-		or casks .....	4
ting cockle, oats, chaff, etc.,		Holsters, hay; see carriers.	
from wheat), S. U.. . . .	D1	Horsepowers, railroad or end-	1½
Same, K. D.. . . .	1	less chain .....	2
Corn huskers (see Huskers,		Horsepowers, N. O. S., K. D.	1
corn).		Hullers, clover .....	2
Cotton choppers, S. U.. . . .	D1	Hullers, pea, hand, packed....	1
Same, K. D. packed.. . . .	3	Hullers, pea, power, detacha-	1
ble parts taken off and packed		Hullers, rice, iron, S. U.....	2
Cotton seed crushers and sep-		Same, K. D., packed or crated	4
arators; see Machinery, N.		Huskers, corn .....	1
O. S.		Huskers and shredders, com-	
Cradles, grain, S. U.. . . .	D1	bined .....	1
Same, K. D., in bundles or		Knives, hay, packed .....	2
boxes.. . . .	2	Machines, hemp .....	1
Crushers, corn and cob; see		Manure spreaders, S. U.. . . .	1
Mills, cob.		Same, K. D.. . . .	2
Crushers, hullers and separa-		Mills, cane, cast-iron, mini-	
tors, cotton seed; see Ma-		mum weight 350 lbs. each....	5
chinery, N. O. S.		Mills, cane, N. O. S.....	4
Cultivators, S. U.. . . .	D1	Mills, cob .....	4
Same, K. D., in bundles.. . . .	3	Mills, corn .....	4
Cutters, ensilage, shuck, stalk,		Mills, fanning, S. U.....	D1
straw or hay, S. U.. . . .	1½	Same, K. D. flat, tied in bun-	1
Same, K. D.. . . .	3	dles .....	4
Diggers, potato, S. U.. . . .	2	Mills, hominy .....	
Same, K. D.. . . .	4	Mills, sorghum; see Mills, cane.	
Distributors, guano, S. U.. . . .	1	Mills, sugar, with trains .....	D1
Same, K. D.. . . .	2	Mower knife grinders, packed.	2
Dog powers, N. O. S.. . . .	1	Mowers, lawn, not crated or	
Drills, grain, S. U.. . . .	1	boxed .....	1
Same, K. D. packed.. . . .	2	Same, K. D., crated or boxed,	
Elevators, for cotton, manu-		handles in bundles.....	2
factured of wood and iron,		Mowing and reaping machines,	
S. U.. . . .	D1	binders and harvesters,	
Same, K. D.. . . .	3	whether combined or separ-	
Elevators, or carriers, for		ate, S. U.....	1½
feeding lint to Cotton gins;		Same (wheels on or off) det-	
see Cotton gins.		achable parts removed and	
Evaporators and steamers,		small parts packed.. . . .	3
feed.. . . .	1	Planters, corn and cotton, S. U.	1
Evaporators, fruit.. . . .	1	Same, K. D., in bundles or	
Evaporators, sugar, iron, S. U..	1	boxes.. . . .	2
Same, with legs or rockers		Planters, potato, S. U.....	D1
detached.. . . .	2	Same, K. D. ....	4
Fans, corn or wheat; see Mills,		Plant setters, hand .....	2
fanning.		Plow handles and beams, box-	
Fodder shredders.. . . .	1	ed, crated or in bundles ....	4
Forks, hay, manure and wood,		Plow parts, iron; see Iron and	
in bundles.. . . .	3	steel articles.	
Furnaces, evaporator.. . . .	1	Plow singletrees.. . . .	5
Harrows, disc, S. U.....	D1	Plows, gang and sulky, S. U...	D1
Same, K. D. ....	3	Same, K. D. ....	4
Harrows, N. O. S., and harrow		Plows, N. O. S., S. U.....	2
frames .....	4	Same, K. D. ....	4
Harrow teeth; see Iron and		Presses, cider .....	4
Steel Articles.		Presses, cotton, S. U.....	1
		Same, K. D.....	4

A		A	
	Class.		Class.
Presses, hay, S. U.....	1	ice in carloads. If the ice is not delivered to the consignee, it shall become the property of the carrier.	
Same, small and detachable parts removed and packed..	4	3. Ice must not be transported free with less than carload shipments of Ale, Beer or Porter.	
Pruners, trees, in bundles .....	1		
Rakes, hand, in bundles .....	3	In wood (estimated weights, bbls., 350 lbs. each; half bbls., 190 lbs. each; quarter bbls., 100 lbs. each; eighth bbls., 55 lbs. each), L. C. L. ....	4
Rakes, horse, S. U. ....	D1	Same, C. L. ....	E
Same, K. D., well packed ....	3	In glass, packed, securely wired and sealed or locked, L. C. L. ....	4
Rollers, field and road .....	3	Same, C. L. ....	E
Scrapers, road and pond .....	3	In wood and in glass, packed, mixed, C. L. ....	E
Screws, wooden, for cotton presses, loose or packed ....	4	Ale, ginger, in glass or earthenware, packed, or in wood, L. C. L. ....	4
Scythes, in bundles.....	2	Same, C. L. ....	E
Scythes, in boxes.....	2		
Scythe snaths.....	2		
Seed sowers, broadcast, or end gates, seeders, S. U.....	1		
Same, K. D.....	2		
Separators, grain; see Threshers.			
Separators and crushers, cotton seed; see Machinery, N. O. S.			
Separators, rice, S. U.....	1		
Same, K. D., flat, packed....	2		
Shellers, corn, hand, packed...	2		
Shellers, corn, power, detachable parts taken off and packed .....	1		
Showels and spades, in bundles	3		
Sowers, seed, broadcast, or end gate, seeders, S. U.....	1		
Same, K. D. ....	2		
Sprayers, garden, K. D., completely boxed.....	1		
Straw tackers .....	1		
Tedders, horse; same as Rakes, horse.			
Threshers or separators .....	1		
Transplanters, S. U.....	D1		
Same, K. D. ....	1		
Weeders, S. U. ....	D1		
Same, K. D., in bundles .....	3		
Wheels, agricultural implements, iron or iron and wood combined .....	4		
Alabastine; see Wall Finish.			
Alcohol, wood, in wood.....	4		
Alcohol, N. O. S.; see Liquors.			
Ale, beer and porter, viz.:			

The following rules will govern the transportation of Beer with ice or other packing:

1. The weight of the Beer shall be ascertained by taking a count of the packages, computed at the estimated weights per package as shown in the Classification.

2. No freight charge shall be made for ice in the same car with Ale, Beer or Porter in carloads, necessary to preserve it in transit; provided, however, that any ice remaining in the car at destination, which is delivered to the consignee shall be charged and collected for at the rate applying on

NOTE.—Mixed carload shipments of ginger ale, beer tonic, aerated, carbonated and mineral waters, may be taken at the class E rating.

Ale and beer packages, empty, returned, including barrels, half-barrels and kegs, and including bottles in cases, barrels or casks (estimated weights, bbls., 100 lbs. each; half bbls., 60 lbs. each; kegs and bbls., 30 lbs. each; one-eighth bbls., 20 lbs. each; cases containing two dozen quart bottles, 50 lbs.; cases containing four doz. pint bottles, 75 lbs.; barrels or casks containing six dozen qt. bottles or ten dozen pint bottles, 125 lbs. each), L. C. L., same rate as applies on Beer, C. L., in the same class of packages, in the reverse direction.

Same, C. L., min. wt. 10,000 lbs.; one-half of the rate applying on Beer, C. L., in the same class of package, in the reverse direction.

Alleys, bowling; see Bowling alleys.

Almanacs and trade circulars, in boxes, crates or barrels, prepaid or guaranteed, L. C. L.

Same, C. L. ....

Alum, or Sulphate of Alumina, lump or ground, in boxes....

A	Class.	A	Class.
Alum. or Sulphate of Alumina, lump or ground, in boxes... casks or kegs, L. C. L..... Same, C. L., min. wt. 30,000 lbs. ....	4 6	Apples, see Fruit. Apple cores and peelings; Apple rates. Apple pares, boxed ..... Aprons, vehicle seat; see Vehicle materials.	2
Alumina, Sulphate of; see Alum.		Argols, in boxes, barrels or casks	4
Aluminum, in slabs or ingots, packed in boxes or barrels ....	1	Arsenic, crude, in boxes .....	1
Aluminum alloy metal, in boxes or crates, L. C. L. ....	3	Same, crude, in kegs or bbls..	2
Same, C. L.....	5	Artists' stretchers, in bundles ..	2
Aluminum, Chloride of (liquid), in bbls., L. C. L. ....	3	Asbestos, in packages, L. C. L... Same, in packages, C. L. ....	3 5
Same, in carboys, L. C. L.....	1	Asbestos products, viz.: Building felt and sheathing, in rolls, covered, reels or cases, L. C. L.....	3
Same, in bbls. or carboys, C. L. ....	5	Same, C. L. ....	5
Aluminum ware, consisting of culinary and similar articles, packed .....	1½	Cement, dry in sacks, bbls., kegs or casks.....	5
Ammonia, viz.: Anhydrous, in wrought iron cylinders, not boxed, or in iron tubes, boxed, L. C. L. ....	2	Fire felt pipe covering, in sections or sheets, boxed or crated, L. C. L. ....	3
Same, C. L. ....	4	Fire felt pipe covering, C. L... Mill board; same as Packing.	5
Aqua ammonia and ammoniacal liquor, in glass, packed.	1	Moulded sectional covering, pipe, in boxes or crates, L. C. L. ....	3
Aqua ammonia and ammoniacal liquor, in bbls. or iron packages, L. C. L. ....	4	Same, C. L. ....	5
Same, C. L. ....	5	Packing, pipe, in rolls, reels or cases, L. C. L. ....	3
Aqua ammonia and ammoniacal liquor, in tank cars, C. L... Dry, in jars, packed, or in boxes. ....	5	Same, C. L. ....	5
Same, in bbls., kegs or bags	1	Roof coating; see Paints.	
Nitrate of, in jars, packed, or in boxes .....	2	Roofing, in rolls, crated or in cases, L. C. L. ....	3
Nitrate of, in kegs, bbls., casks, or sacks, L. C. L. ....	1	Same, C. L. ....	5
Same, C. L. ....	4	N. O. S., L. C. L. ....	3
Sulphate of .....	6	N. O. S., C. L. ....	5
Same, when shipped to fertilizer factories; see Fertilizers.	6	Asbestos refuse or asbestos sand, L. C. L. ....	6
Ammunition, N. O. S. ....	1	Same, C. L. ....	A
Anchors; see Iron and steel articles.		Asbestos rock, L. C. L. ....	4
Animals and animal heads, stuffed or dressed, for ornaments.....	3T1	Asbestos rock, C. L. ....	6
Animal pokes; see Pokes, animal.		Ashes, cotton seed; see Fertilizers.	
Annealing boxes; see Boxes.		Ashes or cinders, wood; see Fertilizers.	
Antikalsomine or diamond wall finish; see Wall finish.		Ashes, tanbark, see Fertilizers.	
Antimony, sulphuret of, or black, or crude, in boxes.....	1	Asphalt slag roofing; see Roofing.	
Same, in kegs or barrels.....	3	Asphaltum, packed, L. C. L. ....	6
Antimony, crude .....	3	Same, C. L. ....	A
Antimony, metal .....	4	Awning frames and fixtures; see Iron and steel articles.	
Antimony salts; see Salts.		Awnings, vehicle; see Vehicle materials.	
Anvils; see Iron and steel articles.		Axes, L. C. L. ....	3
		Same, C. L. ....	4
		Axles, iron, car, carriage and wagon; see Iron and steel articles.	

B	Class.	B	Class.
Babbit metal, viz.: In slabs, boxes, barrels, or casks, L. C. L. . . . . Same, C. L., min. wt. 30,000 lbs. . . . .	4	Bananas; see Fruit. Barilla. . . . . Barium, chloride of, or splate, C. L., min. wt. 30,000 lbs. . . . .	3 6
Backbands, made of cotton web- bing; see Dry goods. Backbands, N. O. S.; see Sad- dlery, N. O. S.	1	Bark, viz.: Tan, in sacks, L. C. L. . . . . Tan, C. L.; special rates. N. O. S. . . . . Bark, extract, for tanning only, viz.: In glass, packed, or in boxes . . Liquid, in wood, L. C. L. . . . Same, C. L., min. wt. 30,000 lbs. Dry, in sacks, L. C. L. . . . . Same, C. L., min. wt. 30,000 lbs.	5 1 1 5 6 5 6
Bacon; see Meats. Baggage, army. . . . . Baggage, personal effects; see Trunks.	1	Bark, extracts, for dyeing pur- poses; same as Dye stuff, N. O. S. Barley, N. O. S.; see Grain. Barley, pearl. . . . . Barn door, hangers and tracks; see Iron and steel articles. Barns, tobacco, complete, L. C. L. Same, C. L. . . . .	3 4 6
Bagging, viz.: Burlap; see Burlaps. Oil press; see Mats and Mat- ting. Jute, in bales or rolls, (not in- cluding Burlap or Gunny, but including second-hand sugar bag cloth), for covering cot- ton. . . . . N. O. S., in bales or rolls, L. C. L. . . . . Same, C. L. . . . .	A 5 6	Barrel covers; see Covers. Barrel followers or presses, wooden. . . . . Barrel material; wooden, L. C. L. . . . . Same, C. L., min. wt. 30,000 lbs. . . . .	1 4 A
Bags, viz.: Burlap, L. C. L. . . . . Same, C. L. . . . . Cotton. . . . . Gunny, L. C. L. . . . . Same, C. L. . . . . Paper, in boxes. . . . . Paper, in crates, L. C. L. . . . Paper, in crates, C. L. . . . . Paper, in bundles, L. C. L. . . Same, C. L. . . . . Traveling, empty, loose . . . . Traveling, empty, crated or boxed. . . . . Traveling, containing mer- chandise boxed. . . . . Traveling, containing mer- chandise, value limited to \$5.00 per 100 lbs., boxed. . . Traveling, containing mer- chandise not boxed; not taken.	5 6 5 5 6 2 3 4 6 A 1½ 1 D1 1	Barrel racks and stands; see Racks. Barrels, empty, viz.: Barrels, half-bbls. and kegs, ale and beer (estimated weights: bbls., 100 lbs. each; half bbls., 60 lbs. each; kegs and quarter bbls., 30 lbs. each; eighth bbls., 20 lbs. each). . . Barrels, half-bbls. and kegs (tight cooperage; not includ- ing apple, flour, sugar, fruit, or vegetable barrels, or empty ale and beer packages), actual weight, L. C. L. . . . . Same, C. L., min. wt. 10,000 lbs. . . . . Barrels, half barrels and kegs, N. O. S., L. C. L. . . . . Same, C. L., min. wt. 10,000 lbs. Barrels, paper, not nested. . . Barrels, paper, nested, packed. Barrels, patent fruit, K. D., L. C. L. . . . . Same, C. L., min. wt. 30,000 lbs. Casks for wine, beer or other liquids, requiring transporta- tion on open cars; see Tanks. Casks, N. O. S. . . . .	6 4 6 4 6 4 6 4 6 4 6 4 6 D1
Baking powders; see Powders. Balconies, portable . . . . . Ballast unloaders, L. C. L. . . . Same, C. L. . . . . Balloon and parachute outfit, viz.: K. D., in packages, L. C. L. . . Same, C. L. . . . . Balls, base. . . . . Balusters; see Woodwork. Bamboo, packed or in bales, L. C. L. . . . . Same, C. L., min. wt. 20,000 lbs. . . . .	3 3 5 D1 4 1 1 3		

B	Class.	B	Class.
Barrels, empty, returned, viz.: Barrels, half-bbls. and kegs, ale and beer (estimated weights: bbls., 100 lbs. each; half-bbls., 60 lbs. each; kegs and quarter bbls., 30 lbs. each; eighth bbls. 20 lbs. each); see Ale and Beer Packages, returned.		Batteries, electric storage; see Electric batteries.	
N. O. S.; same as Barrels, empty.		Battery cups and jars, earthenware, in pkgs., L. C. L. . . . . Same, C. L., min. wt. 20,000 lbs. . . . .	2 5
Barrows, furnace charging; see Vehicles.		Battery, element, consisting of battery zincs, sal ammoniac, oxide of magnesia, porcelain insulators, carbon cups, and cylinders, L. C. L. . . . . Same, C. L. . . . .	2 4
Barytes, L. C. L. . . . . Same, C. L., min. wt. 30,000 lbs. . . . .	5 6 6	Battery Fluid, in carboys, or in glass packed. . . . .	1
Basket splints or material, wooden, in bbls., L. C. L. . . . . Same, C. L. . . . .	2 A	Battery jars; see Glass and glassware.	
Baskets, viz.: Cotton, folding (wooden rim with burlap body), viz.:		Battery plates, lead; see Plates.	
S. U., not nested, L. C. L. . . . .	D1	Battery plates or zincs; see Zincs.	
S. U., nested, L. C. L. . . . .	1	Batting, cotton, viz.: Pressed in bales. . . . .	3 1
K. D., packed or in bbls., L. C. L. . . . .	4	Beams; see Machinery, cotton and woolen.	
S. U. or K. D., packed or in bundles, C. L. . . . .	6	Beans, viz.:	
Iron and steel, N. O. S., not nested, L. C. L. . . . .	1	Castor, dry, in boxes, bbls. or sacks. . . . .	3 6
Same, nested, L. C. L. . . . .	3	Espinosa, in sacks. . . . .	6
Nested or not nested, C. L., min. wt. 20,000 lbs. . . . .	4	Honey, or St. John's Bread, in sacks, boxes or bbls. . . . .	2
Same, in mixed C. L., with Tinware, Agateware, Granite-ware, etc.; see Tinware.		Tonqua, in boxes, barrels, sacks or casks, L. C. L. . . . .	1 3
Mill, manufactured of fibre, paper or leatheroid, L. C. L. . . . .	D1	Same, C. L. . . . .	D1
Same, C. L., min. wt. 15,000 lbs.	4	Vanilla. . . . .	2
Paper, nested, solid, in bbls., L. C. L. . . . .	3	Velvet, in boxes, L. C. L. . . . .	4
Same, C. L. . . . .	5	Velvet, in sacks or barrels, L. C. L. . . . .	4
Tobacco, with or without handles, nested or in bundles. . . . .	1	Velvet, in boxes, sacks or bbls., C. L. . . . .	5
Wooden or Splint, without tops or handles (nested), in bbls., or crates, L. C. L. . . . .	2	N. O. S., dried, in boxes, L. C. L. . . . .	2
Wooden or Splint, with tops or handles, nested, or in bundles of four with ends placed in each other, L. C. L. . . . .	1	N. O. S., dried, in barrels or sacks, L. C. L. . . . .	4
Wooden or Splint, N. O. S., L. C. L. . . . .	D1	N. O. S., dried, in boxes, barrels or sacks, C. L. . . . .	5
Wooden or Splint, C. L., min. wt. 15,000 lbs. . . . .	A	Bearings, Car Journal, with brass lining, in crates, kegs or barrels. . . . .	3
N. O. S., not packed, L. C. L. . . . .	3T1	Bed cord; see Rope.	
N. O. S., packed or nested, L. C. L. . . . .	D1	Bed fasteners; see Iron and steel articles.	
N. O. S., C. L., min. wt. 10,000 lbs. . . . .	2	Beds and bedsteads; see Furniture.	
Bath Cabinets; see Cabinets.		Beef; see Meats.	
Bath tubs; see Tubs.		Beef extracts; see Extracts.	
Bats, base ball, packed. . . . .	2	Beer; see Ale.	
		Beer carriers; empty (wooden). . . . .	2
		Beer tonic, viz.: In glass or earthenware, packed or in wood, L. C. L. . . . . Same, C. L. . . . .	4 E
		NOTE—Mixed carload shipments of ginger ale, beer tonic, aerated, carbonated and mineral waters, may be taken at the Class E rating.	

B	Class.	B	Class.
Bee comb and bee comb foundation, boxed or crated.. . . .	1	Blacklead; see Plumbago.	
Beehives, empty, set up .. . . .	1	Blankets; see Dry Goods, N. O. S.	
Beehives, K. D., crated.. . . .	4	Blinds, venetian, packed in crates or boxes.. . . .	1
Bee smokers, boxed.. . . .	1	Blinds, doors, frames and sash, wooden (including skylight frames and door and window screen frames), viz.:	
Beeswax; see Wax.		Glazed, crated or in bundles, L. C. L.. . . .	3
Bees in hives (man in charge passed free going, but must pay full fare returning), C. L., min. weight 20,000 lbs.. . .	4	Unglazed, crated or in bundles, L. C. L.. . . .	4
Bees, in hives, L. C. L., not taken.		Glazed or unglazed, C. L. . . .	6
Beet Pulp Refuse, in sacks, barrels or casks.. . . .	6	Blocks, viz.:	
Beet Pulp Refuse, in tank cars..	6	Asphalt paving, L. C. L. . .	6
Beets; see Vegetables.		Same, C. L.. . . .	A
Bellows.. . . .	1	Brush, L. C. L. . . . .	3
Bells, bell metal or brass.. . . .	1	Same, C. L.. . . .	A
Bells, iron; see Iron and steel articles.		Butchers', wooden.. . . .	4
Belt, dressing; see dressing.		Collar, wooden, partly K. D., detachable parts removed and tied in bundles.. . . .	2
Belting, viz.:		Hat, in boxes, bbls. or crates..	2
Chain; see Iron and steel articles.		Last, wooden, in the rough, boxed or crated.. . . .	4
Cotton, leather or rubber, in rolls or boxed or crated.. . . .	2	Pulley; see Machinery and machines.	
Benders, rail; see Iron and steel articles.		Shoe Polishing, wire, or wire and wood combined, packed	2
Benzine; see Oil, coal.		Shuttle, rough, packed or in sacks, L. C. L.. . . .	4
Berries, N. O. S.; see Fruit.		Same, C. L.. . . .	6
Berries, palmetto, in sacks or barrels, L. C. L.. . . .	4	Toy; see Toys.	
Same, C. L.. . . .	6	Wooden paving; Lumber rates.	
Bicycles; see Vehicles.		Blooms; see Iron and steel articles.	
Bicycle stands or racks, iron or wooden, S. U.. . . .	D1	Blood, dried, for fertilizer purposes, C. L.; see Fertilizers, C. L.	
Same, K. D.. . . .	1	Blowers, rotary; see Machinery and machines.	
Billiard tables and billiard table beds; see Furniture.		Blue, soluble; see Soluble blue.	
Binders; see Agricultural implements.		Bluestone or Blue vitriol, viz.:	
Binders' boards; see Paper.		In boxes, L. C. L.. . . .	1
Bins, fruit .. . . .	1	In bags, bbls., casks or kegs, L. C. L.. . . .	4
Bird food, and bird seed, in packages .. . . .	1	In pkgs., C. L., min. wt., 30,000 lbs.. . . .	6
Bird gravel or sand, in packages.. . . .	2	Bluing, viz.:	
Birds, stuffed, in boxes.. . . .	3T1	Dry, packed.. . . .	1
Biscuit machines; see Machinery and machines.		Liquid, in glass, packed.. . . .	2
Bitters; see Liquors.		Liquid, in wood.. . . .	4
Blackboard erasers, boxed.. . . .	1	Board, scale, L. C. L.. . . .	3
Blackboards and writing desks, combination.. . . .	2	Same, C. L.. . . .	5
Blackboards, paper or wood silted, packed.. . . .	2	Board, Leather, packed.. . . .	3
Blackboards, slate or wooden ..	2	Boards, cutting, glass, in crates or bundles.. . . .	2
Blacking or dressing, harness, leather, shoe and stove, in glass, packed.. . . .	1	Boards, ironing; see Ironing boards.	
Same (except in glass) packed.. . . .	3		

B	Class.	B	Class.
Boats, viz.:		Box material, wooden, viz.:	
Racing, row or sail, canvas, wooden or metallic, loaded in box cars, S. U., L. C. L. . . . .	4T1	Cigar, K. D. flat, crated or in bundles, strapped, L. C. L. . . . .	4
Same, K. D., flat or folded. . . . .	1	Same, C. L. . . . .	6
Same, C. L., or when open car is required, min. wt. 10,000 lbs. . . . .	1	Wired, in bundles or rolls, L. C. L. . . . .	4
Row, wooden, common, flat bottoms, loaded in box cars, L. C. L. . . . .	D1	Same, C. L. . . . .	6
Same, C. L., min. wt. 24,000 lbs. . . . .	6	N. O. S., L. C. L. . . . .	4
Yachts or launches, steam, electric, gasoline, naphtha or vapor, L. C. L. . . . .	4T1	N. O. S., C. L., min. wt. 30,000 lbs. . . . .	A
Same, C. L., min. wt. 10,000 lbs. . . . .	1	Box rods, wagon; see Vehicle materials.	
Bobbins; see Machinery, cotton and woolen.		Box straps; see Iron and steel material.	
Bobbin ends, in the rough, packed or in sacks, L. C. L. . . . .	4	Box straps or fasteners, tin, in boxes . . . . .	2
Same, C. L. . . . .	6	Same; in kegs or barrels. . . . .	5
Bodies, vehicles; see Vehicle materials.		Boxes, empty, viz.:	
Boiler cement; see Cement.		Annealing, L. C. L. . . . .	3
Boiler cleansing compound. . . . .	3	Same, C. L. . . . .	5
Boiler flues; see Machinery.		Banana, cylindrical, L. C. L. . . . .	1½
Boiler tubing; see Iron and steel articles. . . . .		Same, C. L., minimum weight 15,000 lbs. . . . .	6
Boilers, bath and range, L. C. L. . . . .	3	Berry and vegetable crates, K. D. and folded, L. C. L. . . . .	2
Same, C. L. . . . .	5	Same, C. L., min. wt. 15,000 lbs. . . . .	A
Boilers, steam, N. O. S.; see Machinery and machines.		Cigar, packed, L. C. L. . . . .	1
Bolts; see Iron and steel articles.		Egg cases, L. C. L. . . . .	1
Boneblack, N. O. S. . . . .	1	Gas purifier; see Iron and steel articles.	
Boneblack, in oil, in bbls. . . . .	3	Leatheroid; same as Paper boxes.	
Bones and bonedust; see Fertilizers.		Locomotive, fire; see Machinery and machines, N. O. S.	
Book cases; see Furniture.		Orange, cylindrical, L. C. L. . . . .	1½
Books. . . . .	1	Same, C. L., min. weight 15,000 lbs. . . . .	6
Booths, viz.:		Packing, wood, pulp board or fibre, and lumber combined, K. D., L. C. L. . . . .	3
Police, sheet iron; see Iron and steel articles.		Same, C. L. . . . .	5
N. O. S., S. U. . . . .	D1	Paper, druggists' pill or powder, in boxes or barrels. . . . .	1
N. O. S., K. D., packed or in bundles. . . . .	3	Paper, folding, K. D., in bundles or crates, L. C. L. . . . .	3
Voting, iron or steel; see Iron and steel articles.		Same, C. L. . . . .	5
Boots and shoes. . . . .	1	Paper, packed, C. L., min. wt. 10,000 lbs. . . . .	3
Borax, in boxes. . . . .	1	Paper, N. O. S., not nested, packed, in crates, boxes or barrels, L. C. L. . . . .	D1
Same, in barrels or kegs. . . . .	3	Paper, N. O. S., in nests of two, packed in crates, boxes, or barrels, L. C. L. . . . .	1½
Bottle caps, metal, wooden or paper, packed. . . . .	2	Paper, N. O. S., in nests of more than two, packed in crates, boxes or barrels, L. C. L. . . . .	1
Bottle covers; see Covers.		Postoffice, letter or mailing. . . . .	1
Bottle racks; see Racks.		Refrigerator Boxes, L. C. L. . . . .	3
Bottles; see Glass and glassware.		Same, C. L., min. wt. 15,000 lbs. . . . .	5
Bottling apparatus; see Machinery and machines.			
Bowling alleys, in bundles, crates or boxes, L. C. L. . . . .	2		
Same, C. L. . . . .	5		
Bows; see Vehicle materials.			
Box or barrel covers; see Covers.			



B	Class.	B	Class.
Safe Deposit, iron or steel; see Iron and steel articles.		In ingots.. . . . .	2
Shelf, sheet iron, nested solid, packed, L. C. L. . . . .	2	Scrap, loose.. . . . .	2
Same, C. L. . . . .	4	Scrap, packed.. . . . .	4
Spindle . . . . .	4	N. O. S., in bxs., bbls. or casks.	2
Tin; same rating as Cans, tin.		Brass bearings, in boxes, barrels or casks.. . . . .	2
Wooden (turned by lathe), in sacks, boxes or bbls., L. C. L.	2	Brass castings, in boxes, barrels or casks.. . . . .	2
N. O. S., L. C. L. . . . .	1	Brass pipe; see Pipe.	
N. O. S., C. L., min. wt. 15,000 lbs.. . . . .	6	Brass vessels in boxes, barrels casks.. . . . .	1
Boxes, empty, returned, viz.:		Brattice cloth, same as Roofing felt; see Roofing.	
Aerated, carbonated, or mineral water, boxes or carriers.	6	Bread, N. O. S.; see Crackers.	
Ale, beer, porter, returned with empty bottles; see ale and beer packages.		Bread, leaven, self-raising; see Leaven.	
Cracker, biscuit, bread or cake boxes, cases (or cans in cases) . . . . .	4	Brewers' shavings or chips; see Shavings.	
Boxes, meat, empty, meat hooks and meat racks, returned in refrigerator cars in which originally forwarded, and via the same route (to be considered part of the equipment of the refrigerator car in which originally forwarded) may be handled free, provided they are returned as above and treated the same as the empty car without way-billing, no bill of lading or receipt to be issued and no risk or liability to be assumed therefor.		Brick, viz.:	
Meat, N. O. S., one-half of fourth class.		Bath.. . . . .	4
Fish, refrigerator or packing, N. O. S., L. C. L. . . . .	4	Building (common or pressed), L. C. L. . . . .	6
Same, C. L., min. wt. 15,000 lbs.	6	Same, C. L., Special rates.	
N. O. S.; same as boxes, empty.		Enameled, glazed or ornamental, in boxes or barrels. . . . .	6
Boxes, vehicle, iron; see Iron and steel articles.		Fire, L. C. L. . . . .	6
Brackets, insulator; see Telegraph brackets.		Same, C. L.; Special rates.	
Brackets, shelf, steel; see Iron and steel articles.		Fire and fire clay, mixed C. L., fire brick rates.	
Brake beams, ratchets and shoes; see Iron and steel articles.		Terra cotta; see Terra cotta, architectural.	
Brake equipment, air, steam and electric car, N. O. S., packed, L. C. L. . . . .	3	Vitrified paving, L. C. L. . . . .	6
Same, C. L. . . . .	5	Same, C. L.; Special rates.	
Brakes, wagon; see Iron and steel articles.		Brick drying shelves, L. C. L. . . . .	4
Bran; see Millstuff.		Same, C. L. . . . .	6
Brandy; see Liquors.		Brick machines; see Machinery and machines.	
Brass, viz.:		Brick trays, wooden, L. C. L. . . . .	4
Ashes or residue, L. C. L. . . . .	4	Same, C. L. . . . .	6
Same, C. L. . . . .	6	Brick trucks; see Vehicles.	
		Brimstone, viz.:	
		In boxes, L. C. L. . . . .	1
		In bags, bbls., casks or kegs, L. C. L. . . . .	4
		In carloads, N. O. S. . . . .	6
		Same, when shipped to fertilizer factories; see Fertilizers.	
		Bristles.. . . . .	1
		Britannia ware.. . . . .	1
		Bronze plates; see Plates.	
		Broomcorn, compressed, L. C. L.	2
		Broomcorn, C. L., minimum wt. 15,000 lbs.. . . . .	5
		Broomcorn and Broom handles, mixed, C. L., min. wt. 20,000 lbs.. . . . .	5
		Broom fibre; see Fibre.	
		Broom splints.. . . . .	2
		Brooms, L. C. L. . . . .	1
		Brooms, C. L., min. weight, 12,000 lbs.. . . . .	2
		Brushes, N. O. S., packed or in bundles.. . . . .	1
		Brushes, carbon, L. C. L. . . . .	2
		Same, C. L. . . . .	3

B	Class.	B	Class.
<p>Buckets, viz.:  Dredge, ore and coal dumping, iron or steel; see Iron and steel articles.  Elevator, pressed steel or iron; see Iron and steel articles.  Elevator, tin, in packages, L. C. L. . . . . 1  Same, C. L., min. wt. 20,000 lbs. 4  Fibre; same as wooden buckets  Iron, sheet or galvanized; see Iron and steel articles.  Wooden, well, C. L.; see Woodenware.  N. O. S., wooden; see Woodenware.  Buckles, cotton tie, in boxes. . . 2  Same, in kegs, bbls. or casks, or wired together in bbls.; Cotton tie rates.  Buckles, hay tie, in boxes. . . . 2  Same, in kegs, bbls. or casks, or wired together in bbls. . . . A  Buckles, turn, iron; see Iron and steel articles.  Buckwheat flour; see Flour, buckwheat. . . . .  Buffalo robes; see Robes.  Buggies; see Vehicles.  Building Material, wooden, consisting of rough or dressed lumber, laths, shingles, window and door frames, sash, doors and blinds, mouldings, balusters, base boards, casings, newel posts, stairwork and wainscoting, mixed, C. L.  Bulbs, flower or garden, L. C. L. 1  Same, C. L. . . . . 3  Bullets; see Shot.  Bungs, in packages, L. C. L. . . . 4  Same, C. L. . . . . 6  Buoys, iron, empty or filled with gas, requiring flat or gondola car; min. weight 5,000 lbs. each  Bureaus; see Furniture.  Burial cases; see Coffins.  Burlaps, L. C. L. . . . . 5  Same, C. L. . . . . 6  Burrblocks. . . . . 4  Bushing, pulley, wooden; see Pulley bushing.  Butchers' blocks; see Blocks.  Butchers' skewers; see skewers.  Butter, viz.:  In cans, boxed or crated, or in kegs, firkins, buckets, pails, or tubs . . . . . 1  Fruit butter; see Preserves.</p>		<p>Butter dishes, wooden; see Woodenware.  Butter moulds, wooden; see Moulds.  Butter workers, S. U., . . . . . 1½  Same, K. D. . . . . 2  Butterine and oleomargarine; same as Butter.  C  Cabbage; see Vegetables.  Cabinets, bath, K. D. or folded flat, crated or boxed. . . . . 1  Cabinets, cracker, K. D. flat, packed . . . . . D1  Same, S. U., packed . . . . .  Cabinets, kitchen; see Furniture.  Cabinets, oil; see Oil Cabinets.  Cabinets, printers'; see Printers' cabinets.  Cabinets, tin spice. . . . . D1  Cabinetware, see Furniture.  Cable, aluminum, wire, L. C. L. 2  Same, C. L. . . . . 4  Cable, telegraph or telephone, enclosed in lead pipe, in coils or reels, boxed or crated or in casks, L. C. L. . . . . 3  Same, C. L. . . . . 4  Cable reels; see Reels.  Cages, bird, K. D., nested and packed. . . . . 1  Same, N. O. S. . . . . D1  Cake, viz.:  Corn oil, in sacks or barrels. . 6  Cotton Seed Oil; see Fertilizers.  Linseed. . . . . D  Nitre, L. C. L. . . . . 5  Nitre, C. L.; see Fertilizers.  Salt, L. C. L. . . . . 5  Salt, C. L.; see Fertilizers.  Cakes; see Crackers.  Calcicake. . . . . 5  Calcium, carbide of, in barrels, iron drums, or in tin cans, boxed or jacketed, L. C. L. (ship's option) . . . . . 3  Same, C. L. . . . . 5  Calcium, chloride of; see Lime, chloride of.  Calicoes; see Dry goods.  Calf Weaners; see Animal Muzzlers.  Cambrics; see Dry goods.  Camphene, packed. . . . . 1  Camphor, packed. . . . . 1  Candles, N. O. S., boxed. . . . 4  Candles, sulphur, packed. . . . 3  Candy; see Confectionery.  Cane, packed or in bales, L. C. L. 1  Same, C. L., min. wt. 20,000 lbs. 3</p>	

C		C	
	Class.		Class.
Canned goods, in boxes, viz.:		Tin, in mixed C. L. with tin-	
Beef; see Meats.		ware, agaware, granite-	
Fish (including shell fish),		ware, etc.; see Tinware.	
Fruit and Vegetables, L. C. L.	3	Cant hooks, peavies and pike	
Same, straight or mixed, C. L.	5	poles, L. C. L. . . . .	2
Jellies; see Preserves.		Same, C. L. . . . .	4
Meats, N. O. S.; see Meats.		Canton flannel; see Dry goods.	
Milk, condensed, L. C. L. . . .	3	Canvas; see Dry goods.	
Same, C. L. . . . .	5	Caps and Hats. . . . .	1
Pork; see Meats.		Caps, hay and grain, L. C. L. . .	3
Preserves; see Preserves.		Same, C. L., min. wt. 15,000	
Soups and Broths, L. C. L. . .	3	lbs. . . . .	5
Same, C. L. . . . .	5	Caps, percussion. . . . .	1
N. O. S., L. C. L. . . . .	2	Capstands. . . . .	3
Same, C. L. . . . .	4	Carbide of calcium; see Cal-	
Cannon, cannon balls, caissons,		cium.	
gun carriages and parts there-		Carbide of silicon, L. C. L. . . .	5
of, L. C. L. . . . .	1	Same, C. L. . . . .	6
Same, C. L. . . . .	3	Carbolineum; same ratings as	
Cans, empty, viz.:		paints.	
Ash and Garbage, Iron, in		Carbon, bisulphide of, in iron	
nests of not less than three,		drums. . . . .	2
unpacked, L. C. L. . . . .	2	Same, in tin cans, boxed, car-	
Same, boxed or crated, L. C. L.	3	rier's option. . . . .	3T1
Nested, packed or unpacked,		Carbon, black; see Lamp black.	
C. L., min. wt. 15,000 lbs. . .	4	Carbon clinkers (from gas re-	
Ash and garbage, iron, in		ports), L. C. L. . . . .	6
mixed C. L. with tinware,		Carbon clinkers (from gas re-	
agateware, graniteware, etc.;		ports), C. L.; Coke rates.	
see Tinware.		Carbon cylinders, packed, for	
Coffee, returned. . . . .	4	electric batteries. . . . .	1
Cracker, biscuit, bread or		Carbons, electric light, packed,	
cake, returned; see Boxes,		L. C. L. . . . .	2
empty, returned.		Same, C. L. . . . .	3
Galvanized Iron, for manufac-		Carborundum, in bags or boxes,	
ture of ice, L. C. L. . . . .	1	L. C. L. . . . .	2
Same, C. L. . . . .	4	Same, C. L. . . . .	5
Galvanized Iron, N. O. S., L.		Carborundum, in kegs, bbls. or	
C. L. . . . .	1	casks, L. C. L. . . . .	3
Same, C. L., min. wt. 15,000		Same, C. L. . . . .	5
lbs. . . . .	4	Carboys; see Glass and glass-	
Railroad milk shipping, L. C.		ware.	
L. . . . .	1	Cards, viz.:	
Railroad milk shipping, in		Cotton and woolen, hand	
mixed C. L., with tinware,		packed; see Machinery.	
agateware, graniteware, etc.;		Playing. . . . .	1
see Tinware.		Photograph, packed. . . . .	1
Roving, manufactured of fibre,		Show; see Signs.	
paper or metal, for cotton or		Carousals; same as merry-go-	
woolen mills, L. C. L. . . .	D1	rounds.	
Tin, loose, not jacketed, L. C.		Carpeting, viz.:	
L. . . . .	D1	Wood, unfinished, in bundles,	
Tin, loose, jacketed, L. C. L.	1	36 inches in length or less..	3
Tin, boxed or crated, L. C. L.	2	Wood, N. O. S., in bundles,	
Tin, C. L., min. wt. 15,000 lbs..	5	boxes or crates, L. C. L. . . .	1
Same, C. L., min. wt. 15,000		Wood, N. O. S., C. L. . . . .	3
lbs. . . . .	4	N. O. S., well covered. . . . .	1
N. O. S., loose, L. C. L. . . .	D1	Carpet beaters, packed or in	
N. O. S., boxed or crated, L.		bundles. . . . .	1
C. L. . . . .	1	Carpet lining, viz.:	
N. O. S., C. L., min. wt. 15,000		In boxes or crates. . . . .	1
lbs. . . . .	4	In rolls, bundles or bales. . .	3

C	Class.	C	Class.
Carpet sweepers, loose.. . . .	D1	Cattle guards, iron; see Iron and steel articles.	
Same, boxed.. . . .	1	Cattle powders; see Powders.	
Carrara; see Paints.		Caustic soda; see Soda.	
Carriages; see Vehicles.		Caviar, packed.. . . .	1
Carriers and holsters, hay; see Agricultural implements.		Ceiling, iron and steel; see Iron and steel articles.	
Carrots; see Vegetables.		Cellulose, in boxes or casks, L.	
Cars, viz.:		C. L.. . . .	1
Cane, coke or larries; see Vehicles.		Same, C. L., min. wt. 20,000 lbs.	4
Logging or mining; see Vehicles.		Cement, viz.:	
Railway; see Railroad rolling stock equipment.		Asbestos; see Asbestos products.	
Street or tramway; see Vehicles.		Boiler.. . . .	3
Warehouse, manufactured of fibre, paper or leatheroid, in crates or boxes.. . . .	D1	Glue; see Glue.	
Car seals; see Seals, car.		Liquid roofing and roof coating, in barrels or casks, L. C.	
Car seats; see Seats.		L.. . . .	6
Cartridges, metallic or paper (not high explosives), boxed, L. C. L.. . . .	1	Same, C. L.. . . .	A
Same, C. L.. . . .	5	Metal.. . . .	3
Cartridge shells, paper or metallic, empty.. . . .	1	N. O. S., in sacks or bbls., L.	
Carts; see Vehicles.		C. L.. . . .	6
Cases, viz.:		N. O. S., C. L.; special rates.	
Book; see Furniture.		Plaster; see Plaster.	
Cracker; same as Cabinets, cracker.		Roofing; see Roofing.	
Printers'; see Printers' cases.		Cement Flooring Material, liquid, in barrels.. . . .	6
Show; see Show cases.		Cerealine, L. C. L.; see Food preparations, cereal.	
N. O. S.; see Boxes.		Cerealine, in sacks or in bulk, for brewing purposes, shipped direct to breweries, C. L.. . .	D
Cash railways, boxed or tied in bundles.. . . .	1½	Cesspools; see Iron and steel articles—castings.	
Cash registers and railway fare registers, boxed.. . . .	1	Chain Belting; see Iron and steel articles.	
Casks, empty, for wine, beer or other liquids; see Barrels.		Chain, cotton, woolen and hempen; see Dry goods.	
Casks, iron, for ammonia water, naphtha, etc., returned empty; see Drums.		Chain, iron; see Iron and steel articles.	
Cassia; see Pepper and Spices.		Chairs and chair stock; see Furniture.	
Castings, viz.:		Chairs, lawn, iron; see Iron and steel articles.	
Bronze, N. O. S.. . . .	1	Chalk, prepared.. . . .	1
Iron; see Iron and Steel articles.		Chalk, N. O. S.. . . .	3
Plaster; see Plaster.		Charcoal, viz.:	
Castor pomace, C. L.; see Fertilizers, C. L.		In sacks.. . . .	3
Catsup, viz.:		In barrels or casks, L. C. L..	5
In glass or earthenware, packed, L. C. L.. . . .	2	Same, C. L.. . . .	A
In kegs or bbls., L. C. L.. .	3	Checks; see Dry goods.	
In glass or earthenware, packed, or in wood, C. L. ....	6	Cheese, in glass or jars, packed..	2
In mixed C. L. with pickles, vinegar, sauerkraut, mustard (prepared), horse radish, etc.; see Pickles.		Same, in boxes or casks.. . .	3
		Cheese cloth, cotton; see Dry goods.	
		Cheese covers; see Covers.	
		Cheese safes; see Furniture.	
		Chestnuts; see Nuts.	
		Chests, viz.:	
		Cedar; same as Trunks.	
		Commissary.. . . .	1
		Ice; see Furniture.	

C	Class.	C	Class.
<p>Cheviots; see Dry goods.</p> <p>Chicory. . . . . 3</p> <p>Chimogene; same as Oil, coal. . . . . 1</p> <p>Chinaware. . . . . 1</p> <p>Chips, brewers'; see Shavings.</p> <p>Chips, dyewood; see Dyewood chips.</p> <p>Chloride of lime; see Lime.</p> <p>Chocolate. . . . . 1</p> <p>Choppers; see Agricultural im- plements.</p> <p>Chrome ore; see Ores.</p> <p>Chromes; see Paintings.</p> <p>Chufas; see Nuts.</p> <p>Church furniture; see Furniture.</p> <p>Churns, viz.: Barrels, S. U. . . . . D1 Barrels, frames taken off and packed in bundles. . . . . 2 Completely K. D., and boxed or crated, L. C. L. . . . . 3 Same, C. L., min. wt. 12,000 lbs. . . . . 5 N. O. S., not packed. . . . . D1 N. O. S., packed. . . . . 2 Chutes, mall, boxed. . . . . 1 Chutes and tipples, coal, K. D., manufactured of iron and wood, L. C. L. . . . . 4 Same, C. L. . . . . 6 Cider, prepaid or guaranteed, viz.: In glass, packed. . . . . 2 In wood. . . . . 6 In tank cars, C. L., minimum weight capacity of tank. . . . . 6 Cider preservative, liquid value limited to \$4.00 per gal., in kegs, casks or barrels. . . . . 1 Same, dry, in boxes, kegs or bbls. . . . . 1 Cigarette paper, in boxes; see Paper.</p> <p>Cigar lighters. . . . . 1</p> <p>Cigar moulds; see Moulds.</p> <p>Cigars and cigarettes, viz.: N. O. S.; boxed. . . . . 3T1 Not boxed; not taken. Boxed and strapped, corded and sealed, cording to pass through each and every board and over and outside of each seam in top, bottom and sides of box. . . . . 1 Cinders, wood; see Fertilizers.</p> <p>Cisterns, slate; see Slate cis- terns.</p> <p>Citron. . . . . 2</p> <p>Clamps for trunks; see Trunk clamps.</p> <p>Clams; see Oysters.</p> <p>Clariphos; same as Mineral Water.</p>		<p>Clay, viz.: Burnishing, packed. . . . . 4 China or German, in casks, bbls., tierces or hogsheads, L. C. L. . . . . 5 Same, C. L. . . . . 6 Fire, L. C. L. . . . . 6 Fire and fire brick, mixed C. L.; fire brick rates. N. O. S., in sacks, barrels or casks, L. C. L. . . . . 6 N. O. S., C. L.; same rates as Brick, fire, C. L. Clay carts; see Vehicles.</p> <p>Clay pigeons; see Targets.</p> <p>Clay pots (empty glass recep- tacles), C. L.; see Pots.</p> <p>Cleaners; see Agricultural im- plements.</p> <p>Cleats, Wooden, small, for se- curing electric wires, packed. . . . . 3 Clocks, boxed. . . . . 1 Clock weights, packed. . . . . 2 Clothes lines; see Rope.</p> <p>Clothes line holders, in crates or boxes. . . . . 2</p> <p>Clothes pins; see Woodenware.</p> <p>Clothes props, mixed with clothes pins and washboards, C. L.; see Woodenware.</p> <p>Clothes props, boxed or crated, L. C. L. . . . . 3 Same, C. L., min. wt. 12,000 lbs. . . . . 5 Clothes wringers; see Wring- ers.</p> <p>Clothing, viz.: Card, packed. . . . . 1 Oiled, in original crates. . . . . 1 Rubber. . . . . 1 N. O. S. . . . . 1 Clothing hangers, packed. . . . . 2 Cloth wire; see Wire cloth.</p> <p>Clubs, Indian, wooden, packed. . . . . 2</p> <p>Coal and coke, in barrels, casks or sacks, L. C. L. . . . . 6 Coal and coke, C. L., special rates. Coal tar; see Tar.</p> <p>Coating, roof; see Roof coating.</p> <p>Cocoa. . . . . 1 Cocoanut, desiccated, in glass, packed. . . . . 1 Same, N. O. S. . . . . 2 Cocoanuts; see Nuts.</p> <p>Coca-cola, wine or coca and soda fountain syrups; see Preserves and fruit juices.</p> <p>Codfish; see Fish.</p> <p>Coffee, viz.: Green, in single sacks. . . . . 4 Green, in double sacks. . . . . 5 Roasted, in single sacks. . . . . 4</p>	

C	Class.	C	Class.
Roasted, in double sacks..	5	Flexible iron, for electric wire,	
Roasted or ground, packed..	5	L. C. L..	4
Coffee, essence or extract..	2	Same, C. L..	6
Coffee mixtures or substitutes,		Underground (for electric	
N. O. S..	2	wires), earthen, cement, con-	
Coffee substitutes, cereal; see		crete, terra cotta or clay, L.	
Food Preparations, cereal, N.		C. L..	6
O. S..		Same, C. L..	A
Coffins, plain or stained (not		Wooden, creosoted, L. C. L..	4
painted or varnished), wrap-		Same, C. L..	6
ped..	1	Cones, paper; see Machinery,	
Coffins, N. O. S., boxed or		cotton and woolen mill.	
crated..	2	Confectionery, viz.:	
Coffin stock, wooden, K. D.,		Candy, bonbons, maple sugar,	
manufactured of poplar, pine		popped corn and confection-	
or other common woods,		ery, N. O. S..	1
dressed, but not further fin-		Same, value limited to 6c. per	
ished, in crates or bundles, L.		lb., and so expressed in bill of	
C. L..	4	lading, L. C. L..	4
Same, C. L., min. wt. 30,000		Same, C. L..	5
lbs..	A	Confetti, paper, packed or in	
Coffin trimmings, boxed..	1	sacks..	1
Coke; see Coal.		Contractor's outfit; see Outfits.	
Collars, horse; see Saddlery.		Conveyors, grain; see Machinery	
Collars, paper, packed; see Paper		and machines.	
collars.		Coolers, water; see Filters.	
Cologne; see Perfumery.		Cooling room material, K. D.,	
Coloring (or coloring oil), butter		packed, L. C. L..	3
and cheese, in glass or tin		Same, C. L..	4
cans, packed..	1	Copper's flags..	1
Coloring syrups, in barrels, half		Coops, chicken, wire or wood, or	
barrels or kegs..	4	wire and wood combined, K.	
Comforts; see Quilts.		D., flat, L. C. L..	2
Compasses, mariners', boxed....	DI	Same, C. L..	5
Compo-Board (combined wood		Coops, chicken, N. O. S..	1½
and straw-board, for floors,		Copal; see Gum.	
walls and ceilings), L. C. L..	4	Copings, slate; see Slate cop-	
Same, C. L..	6	ings.	
Compounds, boiler; see Boiler		Copper, viz.:	
cleansing compound.		In boxes, bbls. or casks..	2
Compounds, washing or scour-		In ingots and pigs..	2
ing; see Washing or scouring		Scrap, loose..	2
compounds.		Scrap, packed..	4
Compounds, Wall cleaning, in		Copper and zinc composition;	
tin cans, packed in boxes..	2	see Yellow metal.	
Compound, welding..	3	Copper bottoms; plates, sheets,	
Conductors, or down spouts, or		bolts and rods..	2
leaders, galvanized iron or		Copper cornices; see Cornices.	
tin; see Gutters and gutter-		Copper matte, L. C. L..	4
ing.		Same, C. L..	6
Conductors and eave troughs,		Copper pipe; see Pipe.	
wooden, L. C. L..	4	Copper stills; see Stills.	
Same, C. L..	6	Copper, sulphate of; see Blue-	
Conduits, viz.:		stone.	
Brick, L. C. L..	6	Copper vessels, in boxes, bbls.	
Same, C. L..	A	or casks..	2
Electrical insulating, tarred		Copperas, viz.:	
felt, paper or indurated fibre,		In boxes, L. C. L..	1
or porcelain, in bbls., crates		In bags, bbls., casks or kegs,	
or boxes, L. C. L..	2	L. C. L..	4
Same, C. L., min. wt. 20,000		In pkgs., C. L., min. wt. 30,000	
lbs..	4	lbs..	6

C	Class.	C	Class.
Copying presses; see Presses.		Burnt; shipments of burnt cotton are accepted at original weight, and cotton rates applied—500 lbs. to be the average weight per bale when original weight cannot be obtained.	
Cordage; see Rope.		Dyed, in bags.. . . . .	1
Core compound, liquid, for iron or brass foundries, L. C. L..	4	Dyed, in bales, when shipped between points not covered by authorized cotton tariffs.. .	4
Same, C. L.. . . . .	6	Dyed, in bales, when shipped between points covered by authorized cotton tariffs, 10 cts. per 100 lbs. higher than cotton tariff rates.	
Cores, for winding paper thereon; see Spools and cores.		Unginned, packed in bags, L. C. L.. . . . .	3
Cork, viz.:		Unginned, packed in bags, C. L., minimum weight 20,000 lbs.	6
Ground, compressed, in packages.. . . . .	3	N. O. S., in bales.. . . . .	1
Same, uncompressed.. . . .	1	Cotton Cheese cloth; see Dry goods.	
Shavings, in sacks.. . . .	D1	Cotton choppers; see Agricultural implements.	
N. O. S.. . . . .	1	Cotton duck; see Dry goods.	
Cork fasteners; see Fasteners, cork.		Cotton factory product samples, in boxes or tablets.. . . .	2
Cork, pipe covering, boxed or crated, L. C. L.. . . . .	3	Cotton, felts (not batting) in bales.. . . . .	5
Same, C. L.. . . . .	5	Cotton gauze, plain or medicated.. . . . .	1
Corn, viz.:		Cotton gins, feeders and condensers; see Machinery.	
Broom; see Broom corn.		Cotton goods; see Dry goods.	
Popped, sugared; see Confectionery.		Cotton re-gins and linters, in bales, with privilege to carrier of compressing (value limited to two cents per lb.)..	6
Popcorn, N. O. S., in boxes..	2	Cotton re-gins and linters, N. O. S.; same as Cotton.	
Same, in bbls. or sacks.. . .	5	Cotton sack material; see Dry goods.	
N. O. S.; see Grain.		Cotton samples in bales.. . .	1
Corn cobs, packed, L. C. L.. .	D	Cotton seed foots; see Foots.	
Same, packed or in bulk, C. L.	D	Cotton seed hulls, meal, ashes and oil cakes; see Fertilizers.	
Corn flour; see Flour.		Cotton seed hull shavings; Cotton Seed hull rates.	
Corn meal; see Meal.		Cotton seed meats; see Meats, cotton seed.	
Corn oil cake; see Cake.		Cotton shirts; drawers and overalls.. . . . .	1
Corn poppers, rotary.. . . .	D1	Cotton softener; see Softener.	
Corn poppers, wire, nested and packed.. . . . .	1	Cotton sweepings, motes and card strippings (refuse of cotton spinning factories or knitting mills) (ship's option).. .	6
Cornices and ornamental work for buildings, made of sheet or stamped metal, plain, galvanized or painted, viz.:		Cotton sweepings or pickings, from platforms or warehouses, in bales; same rates as cotton in bales.	
Boxed or crated, S. U., L. C. L.. . . . .	D1	Cotton ties.. . . . .	A
Same, nested, L. C. L.. . . .	1		
Loose, L. C. L.. . . . .	3T1		
Boxed, crated, or loose, C. L., min. wt. 10,000 lbs.. . . . .	2		
Cornices and ornamental work for buildings, viz.:			
Wooden, for windows, doors or inside finish; see Woodwork.			
Wooden, for outside finish; same as Mouldings for building purposes.			
Corsets.. . . . .	1		
Corundum, crude, viz.:			
In casks, bbls. or sacks, value limited to 4 cents per lb., L. C. L.. . . . .	3		
Same, C. L.. . . . .	6		
N. O. S.. . . . .	2		
Cots; see Furniture.			
Cotton, viz.:			
Absorbent or medicated.. . .	1		

C	Class.	C	Class.
Cotton tie buckles; see Buckles. Cotton wadding... .. Cotton Waste; see Waste. Cotton webbing; see Dry goods. Couplings, car; see Iron and steel articles. Couplings, shafting, steel; see Machinery and machines.	1	Curtain rods and poles; see Furniture. Cushions, furniture; see Furniture. Cutch, extract, in barrels or casks... .. Cutch, N. O. S.... .. Cutlery.... .. Cutters, meat; see Machinery and machines. Cutters, paper; see Paper cutters. Cutters; see Agricultural implements. Cutting boards, glass; see Boards, cutting. Cycloramas; see Scenery.	5 4 1
Covers, viz.: Barrel or box, not wooden, with glass panel inserted... .. Bottle, paper or straw, packed or pressed in bales, L. C. L.. Same, C. L.. .. Cheese... .. Man-hole, iron; see Iron and steel articles—castings. N. O. S., wooden; see Wood- enware. Crackers, cakes, and bread, L. C. L.. .. Same, C. L., min. wt. 15,000 lbs.. .. Cracker meal and dust; same as Crackers. Cracklings... .. Cradles, grain; see Agricultural implements. Cranberries, see Fruit. Cranes, mail; see Iron and Steel articles. Cranes, water; see Iron and Steel articles. Crash; see Dry goods. Crate material; Box material rates. Crates; see Boxes. Crayons, chalk; see Chalk. Creameries, packed or wrapped Cream tartar, in boxes... .. Same, in kegs, bbls. or hlds.. Cribs; see Furniture. Crockery; see Earthenware. Croquet sets, in boxes... .. Cross-arms, see Telegraph cross-arms.	1 4 6 1	Cylinders, viz.: Cotton mill machinery, parts of; see Machinery. For shipping drugs, acids or liquids; see Drums.	
Cross-ties, iron or steel; see Iron and steel articles. Crowbars; see Iron and steel articles. Crucibles, earthen or mineral, packed in bbls., hlds., or casks Crushers; see Agricultural implements. Crushers, ore, stone and rock; see Machinery and machines. Crushers and separators, cotton seed; see Machinery. Crystals, washing; see Washing crystals. Cultivators; see Agricultural implements. Currants; see Fruit.	4 3 1 3 2 3	D Dashes, buggy; see Vehicle materials. Dates; see Fruits. Decoy ducks, packed... .. Deer, boxed... .. Deer heads, S. U., boxed or crated... .. Deer skins; see skins. Deer tongue; see Tongue. Demi-johns; see Glass and glassware. Denims; see Dry goods. Dental goods, N. O. S., packed. .... Desks; see Furniture. Dexterine in boxes... .. Same in sacks or bbls... .. Diaper Cloth, cotton; see Dry goods. Diggers, post-hole; see Post-hole diggers. Diggers, potato; see Agricultural implements. Diorama outfits; see Scenery. Dishes, paper; see Pails, paper. Dishes, wooden; see Woodenware. Disinfectants, N. O. S., L. C. L., viz: Dry, in glass, packed or in boxes... .. Dry, in kegs, barrels or casks.. Disinfecting liquid, in glass, packed... .. Same, in cans, jacketed... .. Same, in cans, boxed... .. Same, in wood, prepaid .....	1 3T1 D1 1 1 3 1 3 1 1 1 3



D	Class.	D	Class.
Disinfectants, N. O. S., C. L., viz.: Dry, or liquid, straight or mixed, C. L. ....	5	Jeans, made of cotton warp and wool, shoddy or mixed filling, in the original piece . . . . .	3
Distributors; see Agricultural implements.		Jeans, N. O. S. ....	1
Dogirons, iron; see Iron and steel articles.		Knitting factory products in bales or boxes. ....	1
Dogirons, N. O. S. ....	2	Warp, cotton, in boxes or bales, or on beams.. . . .	5
Dog Powers; see Agricultural implements.		Yarn, cotton or jute, in boxes or bales, or on beams.. . . .	5
Dolomite; Limestone rates.		Yarns, N. O. S. ....	1
Doors, wooden; see Blinds, doors, frames and sash, wooden.		Woolen goods, or mixed cotton and woolen goods.. . . .	1
Doors, iron; see Iron and steel articles.		Cotton piece goods, N. O. S.	1
Doubletrees; see Vehicle materials.		Dry goods, N. O. S. (including all dry goods not specially named), in bales or boxes.. . . .	1
Dowel pins; see Pins.		Duck, cotton; see Dry goods.	
Downspouts; see Gutters and guttering.		Dumb bells, wooden, packed.....	2
Drawbars, iron; see Iron and steel articles.		Dust collectors, set up, not crated or boxed.. . . .	3T1
Drawers, money, boxed or crated... ..	1	Same, crated or boxed... ..	D1
Drays; see Vehicles.		Dust guards.....	3
Dressing, belt, in glass, packed.	1	Dust, moulders' .....	4
Dressing, belt (except in glass), packed.. ..	3	Dusters, feather, in boxes.. ..	1½
Dressing, leather, N. O. S.; see Blacking.		Dusters, bran; see Machinery and machines.	
Drills, blacksmiths' post.. . . .	2	Dye stuff, viz.: Dry, in boxes.....	1
Drills, cotton; see Dry goods.		Dry, N. O. S., in kegs or barrels... ..	2
Drills, grain; see Agricultural implements.		Liquid, N. O. S., in barrels ..	5
Drive well points; see Iron and Steel articles.		Dye wood, in boxes or barrels..	2
Drugs; see Medicines.		Dye wood, in sticks.. ..	4
Drums, tubes and cylinders, empty, viz.: Cylinders, iron and steel, for dental gas.. . . .	3	Dye wood chips, in bags.....	3
Cylinders, iron or steel, N. O. S.	5	Dynamite and dynamite forcite; see Explosives.	
Drums, iron or steel, for shipping Coal oil or its products, L. C. L. ....	3	Dynamos; see Machinery and machines, N. O. S.	
Same, C. L. ....	6		
Drums, iron or steel, N. O. S. ....	5	E	
Drums, packing, fibre or paper. Same, C. L., min. wt. 12,000 lbs.	1½	Earth, Fuller's, in barrels or casks.. . . .	6
Drums, wooden, packing, L. C. L. ....	4	Earthen glass house pots; see Pots.	
Same, C. L., min. wt. 12,000 lbs.. . . .	1	Earthenware (not Chinaware), crockery, jugware or stoneware, viz.: In boxes.. . . .	2
Drums, musical; see Musical instruments.	4	In slatted boxes, crates, barrels, tierces, casks or hogsheads, L. C. L. ....	4
Drums, toy; see Toys.		Loose, L. C. L. ....	2
Tubes, iron or steel.. . . .	5	Packed or loose, C. L. ....	6
Dry goods, viz.: Cotton fabrics in the original piece but not finished articles ready for immediate use (made wholly of cotton), packed in rolls covered with burlap or in boxes or bales..	4	Easels; see Furniture.	



E	Class.	E	Class.
Fifth.—Shipments of common black powder may be received if packed in good, substantial iron or wooden kegs, packages not to exceed one hundred and fifty pounds in weight, unless for export, when larger packages will be received.		under their proper names and in accordance with these provisions.	
Sixth.—In no case will percussion caps, exploders, safety squibs, fulminators, friction matches, or any other article of like nature be loaded in same car with any of the above explosives. There cannot be too great care exercised in this matter.		Extinguishers, fire, hand, glass or grenade, packed.. . . .	1
Seventh.—Safety-fuse will be received for shipment at any time it is offered, and the restrictions in regard to shipping powder do not apply to it.		Extinguishers, fire, chemical, on wheels.. . . .	1½
Eighth.—As special powder cars are not in general service among roads of this Association, agents must know that none of the above explosive substances are loaded at their stations in old cars, having loose boards or cracks in the roof or sides. Cars for carrying these explosives must be first-class in every respect; must be tight everywhere, and must have doors that can be closely shut, leaving no cracks for sparks to get in. When explosives are carried in full car-loads, the doors must be stripped except when the cars are equipped with the new Wagner car doors, which must never be stripped. Agents must refuse to receive from connecting lines cars loaded with explosives, unless the requirements of this section have been complied with.		Extract of beef, viz.: In cans, glass or earthenware, packed.. . . .	1
Ninth.—Every car containing any of the above explosive substances, either full car-load or small package, must be plainly marked on both sides "Powder—Handle Carefully," so that those having charge of it will not do anything ignorantly to incur danger. This should be done by the shipper of full carloads, and by the agent when packages are loaded in car at his station. Cars containing explosives received from connecting lines, if not marked when received, must be marked by the agent at the connecting point. Agents will be held strictly responsible that no car containing explosives leaves their stations until it is properly marked.		In barrels or kegs.. . . .	2
Tenth.—Agents must notify conductors whenever a car containing explosives is to be taken from their stations; and conductors must not take from any station or siding any car known to contain explosive substances, unless Rules Eight and Nine have been complied with, and such cars must be placed in their trains as near the middle as possible.		Extracts; see Bark, coffee, indigo, logwood, malt, sumac and witch hazel.	
Eleventh.—Agents should notify all the shippers in their neighborhood of these requirements.		Extracts and essences, N. O. S..	1
Twelfth.—The law provides heavy penalties both to shippers and common carriers for a violation of these rules, and agents and shippers should be careful to see that such shipments are put up, marked and forwarded only		F	
		Facings, coal and iron, in bbls. or sacks, L. C. L.. . . .	6
		Same, C. L.. . . .	A
		Fans, viz.: Electric fans and fan motors	1
		Exhaust; see Machinery.	
		Corn or wheat; see Agricultural implements.	
		N. O. S., in boxes.. . . .	1½
		Farina or farinose, in packages, boxed, L. C. L.. . . .	4
		Same, C. L.. . . .	5
		Fasteners, cork, wire, packed..	1
		Fasteners, box, metallic, in kegs, barrels or casks.. . . .	4
		Faucets, boxed.. . . .	2
		Feather renovators, S. U. . . .	D1
		Same, K. D., in bundles.. . . .	1
		Feathers, chicken and turkey (not quills), in sacks, pressed in bales. . . . .	1
		Feathers, N. O. S.. . . .	D1
		Feather sweepings and trimmings.. . . .	D1
		Feldspar, in casks, barrels, hogheads or tierces, L. C. L. . . .	5
		Same, C. L., min. wt. 30,000 lbs.. . . .	6
		Felloes; see Vehicle materials.	
		Felt, building; see Asbestos products.	
		Felt pipe covering, asbestos; see Asbestos products.	
		Felt roofing; see Roofing.	
		Felt sheathing, same as roofing felt; see Roofing.	
		Felts, cotton; see Cotton felts.	
		Fence, wire and wood (combination).. . . .	5
		Fence machines; see Machinery and machines.	
		Fencing, woven wire, in rolls; see Iron and steel articles.	

F	Class.	F	Class.
<b>Fenders for street cars; see Iron and steel articles.</b> <b>Fertilizers, C. L., minimum weight 30,000 lbs. (ship's option), including also:</b>		<b>*Bones, packed, L. C. L.</b> <b>**Bonedust, L. C. L.</b> <b>**Cake, cotton seed oil, L. C. L.</b> <b>**Cinders, wood, L. C. L.</b> <b>**Guano, L. C. L.</b> <b>**Gypsum, land plaster, L. C. L.</b> <b>**Hulls, cotton seed, L. C. L.</b> <b>**Kainit, L. C. L.</b> <b>**Marl, green sand, L. C. L.</b> <b>**Meal, cotton seed, L. C. L.</b> <b>**Phosphate rock, L. C. L.</b> <b>**Plaster, land, L. C. L.</b> <b>**Potash, German, muriate of, sulphate of, when shipped to fertilizer factories, L. C. L.</b> <b>**Pyrites, L. C. L.</b> <b>**Slag, ground, L. C. L.</b> <b>**Tobacco stems, in bags, bales, barrels or casks, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading, L. C. L.</b>	
<b>*Acid phosphate, C. L.</b> <b>*Ammonia, Sulphate of, when shipped to fertilizer factories, C. L.</b> <b>*Ashes, cotton seed, C. L.</b> <b>*Ashes, tan-bark, C. L.</b> <b>*Ashes, wood, C. L.</b> <b>*Bones, C. L.</b> <b>*Bonedust, packed in barrels, casks or bags, C. L.</b> <b>*Brimstone, when shipped to fertilizer factories, C. L.</b> <b>*Cake, cotton seed oil, C. L.</b> <b>*Cake, nitre, C. L.</b> <b>*Cake, salt, C. L.</b> <b>*Castor pomace, C. L.</b> <b>*Cinders, wood, C. L.</b> <b>*Fish Scraps, C. L.</b> <b>*Fleshings (refuse of tanneries), in bulk, C. L.</b> <b>*Garbage, tankage, dried and ground, in bags, C. L.</b> <b>*Glucose refuse, when shipped to fertilizer factories, C. L.</b> <b>*Guano, C. L.</b> <b>*Gypsum, land plaster, C. L.</b> <b>*Hulls, cotton seed, in bags, bales, barrels, casks or in bulk, C. L., min. wt. 24,000 lbs.</b> <b>*Iron, sulphate of, when shipped to fertilizer factories, C. L.</b> <b>*Kainit, C. L.</b> <b>*Lime, acetate of, C. L.</b> <b>*Marl, green sand, in bags, barrels or casks (not taken when in bulk), C. L.</b> <b>*Meal, cotton seed, C. L.</b> <b>*Meal, gluten, when shipped to fertilizer factories, C. L.</b> <b>*Phosphate rock, C. L.</b> <b>*Plaster, land, C. L.</b> <b>*Potash, German, muriate of sulphate of, when shipped to fertilizer factories, C. L.</b> <b>*Pyrites, C. L.</b> <b>*Shells, oyster, when shipped to fertilizer factories, C. L.</b> <b>*Slag, ground, C. L.</b> <b>*Soda, nitrate of, C. L.</b> <b>*Sulphur, when shipped to fertilizer factories, C. L.</b> <b>*Sylvinite, C. L.</b> <b>*Tankage and dried blood, C. L.</b> <b>*Tobacco stems, in bags, bales, barrels, or casks or in bulk, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading, C. L.</b>		<b>**20 per cent. higher than Fertilizers, C. L.</b> <b>Fiberoid, indurated, packed... .. 3</b> <b>Fibre, viz.:</b> <b>    Broom, wood... .. 5</b> <b>Chemical Wood, in bales, L. C. L... .. 4</b> <b>Same, C. L... .. 6</b> <b>Cocoa, in bags or sacks, L. C. L... .. 1</b> <b>Same, in dholls or pressed in bales, L. C. L... .. 2</b> <b>Cocoa, C. L... .. 4</b> <b>Cotton seed hull, in cases... .. 2</b> <b>Same, in bundles, bales or crates... .. 6</b> <b>Kapok, in bales, L. C. L... .. 2</b> <b>Same, C. L... .. 4</b> <b>Palmetto, in boxes, or pressed in bales, L. C. L... .. 5</b> <b>Same, C. L., min. wt. 20,000 lbs... .. D</b> <b>Pine; Excelsior rates.</b> <b>Raffia, in bales, L. C. L... .. 3</b> <b>Same, C. L... .. 5</b> <b>Ramie, in bales, L. C. L... .. 2</b> <b>Same, C. L... .. 4</b> <b>Tampico, in bales, L. C. L... .. 2</b> <b>Same, C. L... .. 4</b> <b>Vulcanized, packed... .. 3</b> <b>Fibre backs and Fibre place linings, iron, loose... .. 1</b> <b>Same, packed... .. 3</b> <b>Fibreware, indurated, packed .. 3</b> <b>Fifth wheels; see Vehicle materials.</b>	
<b>*See Special Rates.</b>		<b>Figs; see Fruit.</b> <b>Figures; see Images.</b> <b>Files or rasps, iron or steel, boxed... .. 2</b> <b>Filing cabinets; see Furniture.</b>	
<b>Fertilizers (not in bulk), L. C. L., including also:</b> <b>**Acid phosphate, L. C. L.</b> <b>**Ashes, cotton seed, L. C. L.</b> <b>**Ashes, tan-bark, L. C. L.</b> <b>**Ashes, wood, L. C. L.</b>			

F	Class.	F	Class.
Fillers, strawboard or wood, (including Egg Case Fillers) for packing purposes, K. D. flat, in crates or bales, L. C. L... .. 3 Same, C. L... .. 5	3 5	Fixtures, viz.: Awning, iron; see Iron and steel articles. Bank, store, etc., see Furni- ture. Electrical; see Electrical in- struments and fixtures. Gas, packed... .. 2 Grate; see Grates. Grindstone; see Iron and steel articles. Lightning rod; see Lightning rod fixtures. Tobacco; see Machinery. Flags, coopers'; see Coopers' flags.	2
Filters, viz.: Mechanical, iron, L. C. L... .. 3 Same, C. L... .. 5 Tripoli or broken stone, boxed or crated, L. C. L... .. 3 Same, C. L... .. 5 Water filters and coolers, boxed or securely crated... .. 1 Findings, shoe... .. 1 Fire-arms... .. 1 Firecrackers and fireworks, packed and so marked on packages (ship's option), L. C. L... .. 1½ Same, C. L... .. 1	1½ 1	Flake, malt, same as Cerealine. Flakes, rice; see Rice flakes. Flanges, wheel; see Iron and steel articles. Flasks, viz.: Moulders and pipe, iron; see Iron and steel articles. Moulders, wood, L. C. L... .. 4 Same, C. L... .. 6 Flax, pressed in bales... .. 2 Flaxseed; see Seed. Fleshings (trimmings and scrap- ings of hides), L. C. L... .. 4 Same, in bulk, C. L.; see Fer- tilizers.	4 6 2 4
Fire department apparatus, wa- ter towers; see Towers. Fire escapes; see Iron and steel articles. Fire extinguishers; see Exting- uishers. Fire kindling; see Kindling. Fireplugs; see Iron and steel articles. Firkins; see Tubs.		Fish, viz.: Canned, in boxes (including fish in oil); see Canned goods. Dry salted, in bundles... .. 1 Dry salted, packed... .. 3 Fresh packed, prepaid or guaranteed, L. C. L... .. 1 Fresh, C. L. (see note B.) Pickled in bbls., half bbls., kegs or kits, L. C. L... .. 5 Same, C. L. (see note B.) NOTE.—No freight charge will be made for ice necessary to preserve shipments in transit, provided that not more than 4,000 lbs. will be carried free. Excess over 4,000 lbs. will be charged for at the same rate as the fish. Scraps, L. C. L.; not taken. Scraps, C. L.; see Fertilizers, C. L. Smoked, in boxes... .. 3 Stuffed... .. 3T1 Fish bars; see Iron and steel articles.	1 3 1 5 3T1
Fishing rods... .. D1 Fishing tackle, boxed... .. 1 Fittings, brass pipe, packed... .. 2 Fittings for heating furnaces (not including pipe), crated or boxed... .. 2 Fittings, iron pipe; see Iron and steel articles.	D1 1 2 2	Flint, ground, in barrels, casks, kegs or bags... .. 6 Flour, viz.: Buckwheat, in sacks... .. 5 Same, in boxes, barrels, kegs or drums... .. 6 Corn, in sacks... .. C Corn, in bbls... .. F Potato, L. C. L... .. 3 Same, C. L... .. 5 Rice; see Rice flour. Sago; see Sago flour. Self-raising, in sacks... .. 5 Same, in boxes, barrels, kegs or drums... .. 6 Tapioca, in bags, boxes or barrels, L. C. L... .. 3 Same, C. L... .. 5 N. O. S., in paper bags or sacks, packed in cases... .. 6 N. O. S., in bbls... .. F Same, in half bbls... .. ½F N. O. S., in sacks, actual weight (see Note)... .. C NOTE.—Bills of Lading and Waybills for shipments of flour in sacks must show the number of sacks of each size con- tained in shipment.	3 5 D1
		Flourine, in casks, L. C. L... .. 3 Same, C. L... .. 5 Flowers, artificial, boxed... .. D1	

F	Class.	F	Class.
<b>Flues, viz.:</b> Boiler; see Machinery. Copper and brass, boxed... 2 Tobacco, sheet iron; see Iron and steel articles... 2 Flue linings, earthen, packed, L. C. L... 4 Same, packed or loose, C. L... A Fluid, battery; see Battery fluid. Fluid, marking in wood; see Ink. Fluorspar, L. C. L... 6 Same, C. L., min. wt. 30,000 lbs... A Flux, soldering, in bbls. or kegs or in cans, boxed... 4 Fodder; see Hay. Followers, barrel, wooden; see Barrel followers. <b>Food, animal, or poultry, viz.:</b> Dry, prepared, N. O. S., in boxes, or barrels, L. C. L... 4 Same, C. L... 6 Food for birds; see Bird food. Horse and cattle food, N. O. S., in sacks... D Liquid, prepared, in glass, boxed or in cans, boxed... 2 <b>Food preparations, cereal, N. O. S., viz.:</b> In bags or boxes, L. C. L... 4 Same, C. L... 5 In bbls., L. C. L... 5 Same, C. L... 6 Food, prepared, N. O. S... 2 Foot warmers, soapstone; see Soapstone. Fouts, cotton seed, or tank bottoms (residuum of cotton seed oil raffinings), cotton seed oil rates. <b>Forages, portable...</b> 2 <b>Forgings; see Iron and steel articles.</b> <b>Forks; see Agricultural implements.</b> <b>Forms or figures, for display purposes, packed...</b> 1 <b>Fountains, soda, fully boxed (not taken unless fully boxed)</b> 1 <b>Frames, viz.:</b> Awning and shade, iron; see Iron and steel articles. Bed; see Furniture. Skylight, metal, crated, glazed Same, unglazed... 1 Wooden (including skylight frames and door and window screen frames); see Blinds, doors, frames and sash, wooden. <b>Freezers, ice cream...</b> 2		<b>Frogs, railroad; see Iron and steel articles.</b> <b>Fruit bins; see Bins, fruit.</b> <b>Fruit, canned, or in glass, viz.:</b> In glass, packed... 2 In cans, boxed; see Canned goods. <b>Fruit, dried, desiccated, or evaporated, viz.:</b> Apples, apricots, nectarines, peaches, pears and blackberries, packed or in sacks, L. C. L... 4 Same, in straight or mixed, C. L... 5 Dates, packed... 2 Figs, packed... 2 Plums, cherries, currants and apricots, packed... 3 Prunes, in sacks, boxes, barrels, casks or kegs... 3 Raisins, in boxes... 3 N. O. S... 2 <b>Fruit, green, viz.:</b> <b>NOTE.—If shippers of green fruit, in carloads, furnish stoves and fuel to prevent freezing in cold weather, one attendant must accompany each shipment of one or more cars, and must pay full fare. Stoves returned will be charged for at tariff rates.</b> Apples and pears, in boxes or covered baskets, L. C. L... 2 Apples and pears, in sacks, crates, kegs or barrels, L. C. L... 6 Apples and pears, in sacks or packages, or in bulk, C. L. (see Note)... 6 <b>NOTE.—Mixed carloads of apples, pears, beets, cabbage, carrots, onions, potatoes and turnips, shall be charged at the carload rate applying on the highest rated article contained in the car.</b> <b>Bananas, viz.:</b> Loose or in paper sacks, lots of less than 10,000 lbs., prepaid... 1½ Loose or in paper sacks, lots of 10,000 lbs., or over, prepaid or guaranteed, L. C. L... 2 In crates, boxes or cloth sacks, prepaid or guaranteed, L. C. L... 2 Loose or packed, C. L., min. wt. 20,000 lbs... 3 <b>NOTE.—Lines are authorized at their option to pass banana messengers for the purpose of looking after the proper ventilation of cars and otherwise caring for shipments, said messengers</b>	

F	Class.	F	Class.
to be returned free on passenger trains within three days after arrival of fruit at destination. Messengers must not be passed with L. C. L. shipments, and not more than one messenger with one single consignment from one consignor to one consignee, and free transportation will only be given to messengers actually in charge of banana shipments, and will not be allowed on account of fruits and vegetables of any other description.		<b>Clay, pall-shaped, loose, L. C. L....</b> . . . . . 6 <b>Clay, pall-shaped, C. L., same as Brick, fire, C. L.</b> <b>Cupola, S. U., L. C. L....</b> . . . . 3 <b>Same, K. D., L. C. L....</b> . . . . 4 <b>Same, S. U., or K. D., C. L....</b> . . . . 5 <b>Evaporator; see Agricultural implements.</b> <b>Heating, S. U., L. C. L....</b> . . . . 1 <b>Heating, K. D., L. C. L....</b> . . . . 3 <b>Heating, S. U. or K. D., C. L....</b> . . . . 5 <b>Plumbers' blast</b> . . . . . 1 <b>Smelting, S. U., L. C. L....</b> . . . . 3 <b>Same, K. D., L. C. L....</b> . . . . 4 <b>Same, S. U. or K. D., C. L....</b> . . . . 5	
<b>Berries, N. O. S., prepaid or guaranteed...</b> . . . . . 1 <b>Cranberries, packed</b> . . . . . 2 <b>Grapes, packed, prepaid or guaranteed, L. C. L....</b> . . . . 1 <b>Same, C. L., min. wt. 20,000 lbs....</b> . . . . . 5 <b>Grape fruit...</b> . . . . . 2 <b>Lemons...</b> . . . . . 2 <b>Oranges, packed in cylindrical orange boxes, 20 per cent. higher than rate charged for oranges packed in boxes of standard size and shape.</b> <b>Oranges, N. O. S....</b> . . . . . 2		<b>Furniture, C. L., viz.:</b> <b>Beds, spring or woven wire; see Mattresses.</b> <b>Bedsteads, iron or brass, min. wt. 12,000 lbs....</b> . . . . . 3 <b>Bed slats, in bundles, crates or loose, min. wt. 24,000 lbs....</b> . . . . 6 <b>Chairs, opera or church, min. wt. 12,000 lbs....</b> . . . . . 3 <b>Chairs, N. O. S., min. wt. 8,000 lbs....</b> . . . . . 3 <b>Chairs, stuff or stock, K. D. (parts not joined together), min. wt. 20,000 lbs....</b> . . . . . 5 <b>Chairs, wooden, with cane, splint, rattan, reed, bamboo, or wooden seats (not upholstered), min. wt. 8,000 lbs....</b> . . . . 4 <b>Desks and seats, school, min. wt. 12,000 lbs....</b> . . . . . 3 <b>Fixtures (not including show cases), for fitting postoffices, stores, offices, saloons, banks, etc., with or without mirrors in place (glass to be properly boxed), min. wt. 12,000 lbs....</b> . . . . 3 <b>Mattresses, spring or woven wire, min. wt. 12,000 lbs....</b> . . . . 3 <b>Poles, curtain, rough or in the white, min. wt. 24,000 lbs....</b> . . . . 5 <b>Refrigerators or ice chests, min. wt. 12,000 lbs....</b> . . . . . 3 <b>Table legs, slides, leaves, tops and supports, in the white, min. wt. 24,000 lbs....</b> . . . . . 5 <b>N. O. S., all kinds, finished or in the white, min. wt. 12,000 lbs....</b> . . . . . 3	
<b>NOTE.—When oranges are shipped in refrigerator cars, or are transferred from ventilator to refrigerator cars in transit, any icing charges incurred thereon must be paid by consignee.</b>		<b>Furniture, L. C. L., viz.:</b> <b>Beds, spring or woven wire; see Mattresses.</b> <b>Bedsteads, folding, boxed or crated...</b> . . . . . 1 <b>Bedsteads, iron or brass, K. D.</b> <b>Bedsteads, N. O. S., K. D., wrapped or crated...</b> . . . . . 2	
<b>Pears; see Apples.</b> <b>Pineapples, Florida, per standard box of 80 lbs., will take the commodity rate applying per standard box of oranges; and per standard box of 160 lbs. will take double the commodity rate per standard box of oranges.</b> <b>Pineapples, N. O. S., packed, actual weight, prepaid or guaranteed...</b> . . . . . 2 <b>N. O. S., packed, prepaid or guaranteed</b> . . . . . 2 <b>Fruit bins; see Bins.</b> <b>Fruit jar caps and tops; same as Fruit jars.</b> <b>Fruit jars; see Glass and glass-ware.</b> <b>Fruit juices; see Preserves.</b> <b>Fruit Phosphates (not extracts), and Phosphated Beverages (not extracts), ready for use; see Water, aerated, carbonated and mineral.</b> <b>Frumentum; same as Cerealine.</b> <b>Fullers' earth; see Earth, fullers'.</b> <b>Furnaces, viz.:</b> <b>Charcoal, soldering, sheet iron.</b> . . . . 1½			

F	Class.	F	Class.
Bed slats, wooden, in bundles or crates.. . . . .	4	Cots, N. O. S., K. D.. . . . .	2
Bed slats, metal, in bundles or crates.. . . . .	2	Cradles or cribs, wrapped or crated, S. U.. . . . .	D1
Book cases, wrapped or crated, S. U.. . . . .	1½	Same, K. D., or folded.. . . .	2
Same, K. D.. . . . .	1	Cushions, furniture, in bales or cases.. . . . .	1
Book cases and desks, combination, wrapped or crated..	1	Desks and seats, school, S. U..	1
Buffets; see Sideboards.		Same, K. D., or folded.. . . .	2
Bureaus, wrapped or crated..	2	Desks, N. O. S., wrapped or crated.. . . . .	1
Cabinets, wooden, revolving, for displaying hardware, wrapped or crated.. . . . .	1	Dressing cases or dresses, wrapped or crated.. . . . .	2
Cabinets, kitchen; see Safes.		Easels.. . . . .	1½
Castors, roller, packed.. . . .	2	Filing cabinets, cases in boxes, crated or boxed.. . . . .	1
Chairs, bamboo, rattan, reed or willow, wrapped or crated	D1	Fixtures (not including show cases), for fitting post offices, stores, offices, saloons, banks, etc., with or without mirrors in place (glass to be properly boxed), wrapped or crated.....	1
Chairs, barber, dental, folding, reclining or surgical, wrapped or packed.. . . . .	1½	Frames, lounge or sofa, S. U..	1½
Chairs, camp or folding seat..	1	Same, backs taken off.. . . .	2
Chairs, opera or church, packed, K. D.. . . . .	1	Frames, picture or mirror, wrapped.. . . . .	1
Chair and stepladder, combination.. . . . .	1½	Same, in crates or boxes.. . .	2
Chairs, wooden or metal frames, with cane, splint, rattan, reed, willow, bamboo, leather or wooden seats (not upholstered and without arms or rockers), S. U., unwrapped or wrapped with paper, tied in pairs, seat to seat. (See Note).....	1	Hall stands; see Hat racks.	
		Hassocks or footstools.. . . .	1
		Hat racks or hall stands, wrapped or crated, S. U.. . . . .	1½
		Same, K. D., or folded.....	2
		Lounges, wrapped or crated, S. U.....	1½
		Same, with backs taken off..	1
		Marble, slate, granite or stone slabs for furniture or mantels; see Marble.	
		Mattresses, viz.:	
		Hair, wool, or feather.. . . .	1½
		N. O. S.. . . . .	2
		Spiral spring, not compressed..	D1
		Spiral spring, in packages containing two or more, compressed to not exceeding 3 in. per mattress in thickness..	1
		Spring, N. O. S.. . . . .	1½
		Woven wire.. . . . .	1
		Poles, curtain, finished, crated or boxed.. . . . .	1
		Same, rough or in the white, packed or in bundles.....	2
		Racks or stands, display, S. U.	1½
		Same, K. D., wrapped or packed.. . . . .	1
		Refrigerators and ice chests, wrapped or packed.. . . . .	2
		Safes or cabinets, meat or kitchen, tin, wood, or wood and tin combined, S. U.....	1½
		Same, K. D., flat, packed....	2
		Settees; Chair rates.	
		Sideboards or buffets, wrapped or crated.. . . . .	1





G	Class.	G	Class.
Demijohns, viz.:		Not over 80 united inches (length and width added), outside measurement, L. C.	
Empty, not packed, L. C. L...	3T1	L...	1
Empty, packed, L. C. L...	1½	All sizes, C. L...	3
Empty, each enclosed in a separate box or crate, L. C. L.	1	Prism glass, framed or leaded, in packages...	1½
Empty, C. L., min. wt. 16,000 lbs...	4	Prism glass, not framed or leaded, packed, L. C. L....	1
Electric light bulbs in crates, boxes, barrels or casks, L. C. L...	D1	Same, C. L...	3
Same, C. L., min. wt. 16,000 lbs...	3	Rough or ribbed glass, including rolled, mazed, Florentine and wired glass (not glazed sash), for vaults, skylights, roofs, floors, or pavements, L. C. L...	3
Electric arc light globes, in crates, boxes, barrels or casks, L. C. L...	1	Same, C. L...	5
Same, C. L., min. wt. 16,000 lbs...	3	Signs, prepaid...	1
Fruit jars, packed, L. C. L...	3	Tiling, sidewalk, combined glass and iron; see Tiling.	
Same, C. L., min. wt. 20,000 lbs.	5	Tumblers, common, packed, L. C. L...	2
Glass, broken or cullet, in packages, L. C. L...	5	Same, C. L., min. wt. 20,000 pounds...	4
Same, C. L...	A	Window glass, viz:	
Glassware, N. O. S., packed, L. C. L...	2	Plain, colored, enameled or ground, L. C. L...	3
Same, C. L., min. wt. 20,000 lbs.	3	Same, C. L...	5
Globes, lamp and gas, N. O. S., packed...	1	Glass ball traps; see Traps.	
Insulators, packed, L. C. L...	3	Glass cutting boards; see Boards.	
Same, C. L., min. wt. 30,000 lbs.	5	Glucose and glucose syrup; Molasses rates.	
Lanterns and lantern globes, packed, L. C. L...	1	Glucose refuse or gluten meal, in sacks, bbls. or casks...	6
Same, C. L., min. wt. 20,000 lbs...	3	Glucose refuse or gluten meal, when shipped to fertilizer manufacturers, C. L. see Fertilizers.	
Mirrors, boxed, viz.:		Glue, viz.:	
Over 7½ feet wide or over 15 feet long, outside measurement, minimum weight 2,500 lbs. on each consignment (carriers' option), owner to load and unload, L. C. L...	3T1	Liquid, in glass, boxed...	1
Not over 7½ feet wide, nor over 15 feet long, outside measurement, but exceeding 80 united inches (length and width added), L. C. L...	1	Liquid, in cans, boxed...	2
Not over 80 united inches (length and width added), outside measurement, L. C. L...	1	Liquid, in bbls. or casks...	4
L...	3	Dry, in boxes...	2
All sizes, C. L...	3	Dry, in sacks, kegs, bbls. or casks...	4
Plate glass, boxed, viz.:		Glycerine, viz.:	
Over 7½ feet wide or over 15 feet long, outside measurement, min. wt. 2,500 lbs. on each consignment (carrier's option), owner to load and unload, L. C. L...	3T1	In glass or cans, boxed...	7
Not over 7½ feet wide nor over 15 feet long, outside measurement, but exceeding 80 united inches (length and width added), L. C. L...	1	In barrels, casks or iron drums	4
		Glycerine, nitro; see Explosives.	
		Grabots; see Cotton Re-gins and Linters.	
		Graders, road, and road machines; see Machinery and machines.	
		Grader's outfit; see Outfits.	
		Grain, brewers', dried (refuse malt), C. L...	D
		Grain, packed in boxes...	2
		Same, packed, except in boxes	D
		Same, in sacks...	D
		Grain in bulk, C. L...	D
		Granite; see Marble.	

G	Class.	G	Class.
<p>Graniteware or granite stamped ware; see Agateware.  Granulated steel; see Shot.  Granulators, tobacco; see Machinery.  Grapes; see Fruit, green.  Graphite; see Plumbago.  Graphophones; see Phonographs.  Grass turf; see Turf.  Grates, and parts thereof, and grate fixtures; see Iron and steel articles.  Gravel, L. C. L.... 6  Same, C. L., min. wt. 30,000 lbs. A  Gravestones; see Monuments.  Grease, viz.:  Axle, all kinds... 6  N. O. S., in buckets, tubs, kits or kegs... 3  N. O. S., in bbls. or casks, L. C. L.... 4  N. O. S., in cans, boxed... 3  Grenades; see Extinguishers.  Griddles, soapstone; see Soapstone griddles.  Grindstone frames, L. C. L.... 1  Same, K. D., tied in bundles, L. C. L.... 3  Same, S. U., or K. D., C. L.... 6  Grindstones, with frames, S. U., L. C. L.... 1  Same, K. D., packed, L. C. L.... 4  Same S. U. or K. D., C. L.... 6  Grindstones, without frames, L. C. L.... 5  Same, C. L., min. wt. 30,000 pounds... A  Grits, viz.:  Brewers', L. C. L.... 3  Same, C. L.... 5  In bags; same as Corn meal.  In bbls.; same as Flour, in barrels.  In boxes or drums, L. C. L.... 4  Same, C. L.... 5  Refined, to be used by Cotton mills as a substitute for starch, packed, L. C. L.... 3  Same, C. L.... 5  Groceries, N. O. S.... 2  Guano; see Fertilizers.  Guano horns, tin, N. O. S.... D1  Same, crated... 2  Guards, for street cars; see Iron and steel articles—fenders.  Gum, viz.:  Camphor; see Camphor.  Copal, shellac and kowrie... 2  Chewing... 2  N. O. S.... 1  Gun cotton; see Explosives.</p>		<p>Gun stocks in the rough, packed, L. C. L.... 4  Same, packed or in bulk, C. L.... 6  Gunny bags; see Bags.  Gunpowder; see Explosives.  Guns, rifles; see Fire-arms.  Gutters and guttering, galvanized iron or tin, viz:  Not nested, L. C. L.... 1  Same, C. L.... 4  Nested, in crates, L. C. L.... 2  Same, C. L.... 4  Gypsine; see Wall finish.  Gypsum, land plaster (fertilizer); see Fertilizers.  H  Hair, viz.:  Plastering, pressed in bales, or in paper sacks, compressed in bundles, L. C. L.... 3  Same, C. L., min. wt. 20,000 lbs... 5  Curled, pressed, in bales... 1  N. O. S., packed or in sacks... 1  Hair Felt... 1  Hair goods, manufactured, packed in boxes... D1  Hair rope; see Rope.  Hames; see Saddlery.  Hammocks, with or without fixtures... 1  Hams; see Meats.  Handles, viz.:  Broom, boxed or crated, or in bbls., L. C. L.... 4  Broom, C. L.... 6  Broom handles and broomcorn, mixed, C. L.; see Broomcorn.  Parcel handles, plain or wired, in boxes or barrels... 3  Mop, with head or wringer attachment, in bundles, crates or boxes... 2  Same, without head or wringer attachment, in bundles, crates or boxes... 3  Plow; see Agricultural impl.  N. O. S., boxed, crated or in bundles, L. C. L.... 3  N. O. S., C. L.... 6  Hangers, barn door; see Iron and steel articles.  Hangers, eave trough... 2  Hangers, timbers; see Iron and steel articles.  Hangers, N. O. S.; see Machinery.  Hardware, saddlery, boxed... 2  Hardware, N. O. S., packed or in bundles... 2</p>	

H	Class.	H	Class.
<p><b>Harness</b>; see Saddlery.</p> <p><b>Harrows</b>; see Agricultural impl.</p> <p><b>Harrow teeth</b>; see Iron and steel articles.</p> <p><b>Harvesters</b>; see Agricultural implements.</p> <p><b>Hatchets, boxed, L. C. L.</b> . . . . . 3</p> <p>Same, C. L. . . . . 4</p> <p><b>Hat blocks</b>; see Blocks.</p> <p><b>Hat racks</b>; see Furniture.</p> <p><b>Hats and caps</b> . . . . . 1</p> <p><b>Haversacks</b> . . . . . 1</p> <p><b>Hay, fodder and straw, pressed in bales, L. C. L.</b> . . . . . 5</p> <p>Same, C. L., min. wt. 20,000 lbs. . . . . D</p> <p><b>Hay, fodder and straw, pressed in bales, in mixed C. L., with grain, millstuff, bran, shorts or shipstuff, min. wt. 24,000 lbs.</b> . . . . . D</p> <p><b>Hay, salt</b>; see Sea grass.</p> <p><b>Hay racks, iron</b>; see Iron and steel articles.</p> <p><b>Heading</b>; see Barrel material.</p> <p><b>Headlights, boxed</b> . . . . . D1</p> <p><b>Hearses</b>; see Vehicles.</p> <p><b>Heaters, steam</b>; see Radiators.</p> <p><b>Hektograph composition</b> . . . . . 1</p> <p><b>Hemp, in bales</b> . . . . . 3</p> <p><b>Hemp packing</b>; see Packing.</p> <p><b>Hemp stalks, in bales or bbls.</b> . . . . . 5</p> <p><b>Herbs</b>; see Roots.</p> <p><b>Hessians, L. C. L.</b> . . . . . 5</p> <p>Same, C. L. . . . . 6</p> <p><b>Hide, scraps (raw hide)</b> . . . . . 6</p> <p><b>Hide trimmings and scrapings</b>; see Fleshings.</p> <p><b>Hides, furs, peltries and skins, viz.:</b></p> <p><b>Furs, in bags</b> . . . . . 3T1</p> <p><b>Furs, in boxes, bundles or trunks, strapped</b> . . . . . D1</p> <p><b>Furs, N. O. S.</b> . . . . . 3T1</p> <p><b>Hides, dry, loose</b> . . . . . 1</p> <p><b>Hides, dry, tied in bundles or bales</b> . . . . . 4</p> <p><b>Hides, green</b> . . . . . 5</p> <p><b>Hides, green, salted</b> . . . . . 6</p> <p><b>Peltries</b>; see Skins, N. O. S.</p> <p><b>Skins, deer, pressed in bales</b> . . . . . 2</p> <p><b>Skins, N. O. S., furs, and peltries, value limited to 25 cents per lb., in bags, bbls. or bxs.</b> . . . . . 1</p> <p>Same, pressed in bales . . . . . 2</p> <p>Same, N. O. S. . . . . D1</p> <p><b>Skins, sheep, dry, in bales</b> . . . . . 1</p> <p>Same, green, in bundles . . . . . 2</p> <p>Same, salted, in bundles . . . . . 3</p> <p><b>High wines</b>; see Liquors.</p> <p><b>Hinges</b>; see Iron and steel articles.</p> <p><b>Hives, bee</b>; see Bee hives.</p> <p><b>Hobbyhorses</b>; see Toys.</p>		<p><b>Hods, viz.:</b></p> <p><b>Brick or mortar, wooden, S. U.</b> . . . . . 3</p> <p>Same, K. D. . . . . 5</p> <p><b>Brick or mortar, iron or steel</b>; see Iron and steel articles.</p> <p><b>Coal</b>; see Buckets.</p> <p><b>Hoes</b>; see Agricultural implements.</p> <p><b>Hogsheads, N. O. S.</b> . . . . . D1</p> <p><b>Holsters or carriers, hay</b>; see Agricultural implements.</p> <p><b>Holders, clothes line</b>; see Clothes line holders.</p> <p><b>Holders and cutters of rolled paper</b>; see Paper holders and cutters.</p> <p><b>Hollowware and other stove furniture (not including stove pipe and stove pipe elbows), viz.:</b></p> <p><b>Shipped separately from stove, loose or packed, L. C. L.</b> . . . . . 3</p> <p>Same, C. L., min. wt. 20,000 lbs. . . . . 5</p> <p><b>Shipped with stove</b>; see Stoves.</p> <p><b>Pans, sheet iron, dripping or frying, in mixed C. L., with tinware, agateware, granite-ware, etc.</b>; see Tinware.</p> <p><b>Hominy, viz.:</b></p> <p><b>Canned</b>; see Canned goods.</p> <p><b>In bags; same as Meal, corn.</b> . . . . .</p> <p><b>In bbls.; same as Flour in bbls.</b> . . . . .</p> <p><b>In boxes; same as Grits in boxes.</b> . . . . .</p> <p><b>Hominy flake; same as Meal, oat.</b> . . . . .</p> <p><b>Honey, viz.:</b></p> <p><b>In comb, boxed</b> . . . . . 2</p> <p><b>In glass or tin, boxed</b> . . . . . 1</p> <p><b>In barrels or kegs</b> . . . . . 4</p> <p><b>Honey extractors, crated</b> . . . . . 1</p> <p><b>Honey section boxes or frames, in crates or boxes</b> . . . . . 4</p> <p><b>Hoods, electric light</b>; see Electric light hoods.</p> <p><b>Hoofs and horns, in pkgs., L. C. L.</b> . . . . . 4</p> <p><b>Hoofs and horns, C. L., min. wt. 30,000 lbs.</b> . . . . . A</p> <p><b>Hoof stuffing, dressing or ointment, viz.:</b></p> <p><b>In glass, packed</b> . . . . . 1</p> <p><b>In cans, packed</b> . . . . . 2</p> <p><b>In wood</b> . . . . . 3</p> <p><b>Hooks, backband</b>; see Saddlery.</p> <p><b>Hooks, iron</b>; see Iron and steel articles.</p> <p><b>Hooks, meat, returned</b>; see Meat boxes.</p> <p><b>Hoop poles</b>; see Barrel material.</p> <p><b>Hoopskirts</b> . . . . . D1</p>	

H	Class.	H	Class.
Hoops, barrel, wooden; see Barrel material.		7—In all cases where limitation of value is expressed in the classification it must be written out or stamped in full upon bills of lading, and shippers must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.	
Hoops, barrel, wire, in bundles; see Wire in bundles.		8—The classification of "household goods and old furniture" will not cover shipments of second-hand furniture, clothing or other articles, shipped by dealers, or for sale. Such shipments must be charged for at same rates as new articles.	
Hoops, iron, N. O. S.; see Iron and steel articles.		9—All shipments of Household goods in L. C. L. lots must be fully prepaid.	
Hoops, truss, wooden. . . . .	4	Value limited to \$5.00 per 100 lbs. in case of lots or damage and so expressed in bill of lading, L. C. L. . . . .	4
Hops, in boxes. . . . .	1	Same, C. L., min. wt. 20,000 lbs. . . . .	6
Hops, in bales. . . . .	2	With live stock (valuation as per classification), not exceeding five head in same car, one attendant to have free passage on same train as car (ship's option), value of household goods and old furniture limited to \$5.00 per 100 lbs. in case of loss or damage, and so expressed in bill of lading, C. L., min. wt. 20,000 lbs. . . . .	5
Horns; see Hoofs.		N. O. S. . . . .	1 1/2
Horse and mule shoes; see Iron and steel articles.		Houses, portable, L. C. L. . . . .	4
Horse powders; see Powders.		Same, C. L. . . . .	6
Horse powers; see Agricultural implements.		Hubs; see Vehicle materials.	
Horseradish, prepared, viz.: In glass or earthenware, packed, L. C. L. . . . .	2	Hullers; see Agricultural implements.	
In kegs or bbls., L. C. L. . . . .	3	Hulls, cotton seed; see Fertilizers.	
In glass or earthenware, packed, or in kegs or bbls., C. L. . . . .	6	Humidifiers, K. D., and packed..	1
In mixed C. L., with pickles, vinegar, sauerkraut, mustard (prepared), catsup, etc.; see Pickles.		Husks or shucks, viz.: Loose or in bags, not taken.	
Horses, stitching, crated, S. U..	1 1/2	Compressed in bales, L. C. L..	5
Horses, stitching, K. D., boxed.	3	Same, C. L., min. wt. 20,000 lbs. . . . .	D
Hose, canvas, leather or rubber, loose. . . . .	1	Hydrants; see Iron and steel articles.	
Same, packed or in bales. . . . .	2		
Hose carriages; see Vehicles.			
Hosiery; see Dry goods—Knitting factory products.			
Hospital stores. . . . .	1		
Household goods and old furniture, subject to the following rules, viz.: 1—Each article must be plainly marked or tagged. 2—Bundles of bedding and mattresses must be wrapped or securely tied. Trunks of clothing, household goods, or similar articles (not furniture) must be packed. Chests or boxes must be strapped or securely nailed. This does not apply to household goods, C. L. 3—Any agent receiving this class of freight contrary to the foregoing rules will be charged with such expense (for packing or transportation) as may be necessary to forward goods to destination without delay. 4—Bills of lading and way-bills must designate character and number of packages. 5—These instructions apply to old and second-hand furniture, clothing, bedding, etc., not to new articles. 6—Shipments destined to points beyond the territory covered by this classification must be released and prepaid, and the original release attached to way-bill accompanying the shipment.			
		I	
		Ice, packed in boxes, bbls., casks or bags, in sawdust or chaff, prepaid, L. C. L. . . . .	6
		Ice, C. L. (1,000 lbs. of sawdust, chaff or other packing may be allowed free); special rates.	
		Ice cream material, in cans containing 5 gallons or more. . . . .	2

I	Class.	I	Class.
Icing sugar; see Confectionery.		Anvils.. . . .	5
Images and figures, bronze or metal, packed (not iron statutory) .. . . .	D1	Awnings and shade frames and fixtures, K. D., in bundles, wired or crated.. . . .	2
Images and figures (not statutory), clay, earthenware, plaster of Paris, terra cotta or wood, packed.. . . .	1	Axles, viz.: Car, L. C. L.. . . .	6
Images and figures, wax, boxed and securely packed.. . . .	D1	Same, C. L.; see Special iron. Carriage or wagon, loose or wired together, L. C. L.. . . .	6
Incubators, K. D., boxed or crated, L. C. L.. . . .	1	Same, C. L.; see Special iron. Carriage or wagon, crated..	4
Same, C. L., minimum weight 15,000 lbs.. . . .	3	Bar, band, boiler, hoop, plate and rod, unpacked; see Special iron.	
Indigo.. . . .	1	Bar steel, or steel bars, polished, unpacked, or crated so as to permit easy inspection, L. C. L.. . . .	5
Indigo auxiliary; same as Indigo.		Same, C. L.. . . .	6
Indigo, extract, in barrels.. . . .	4	Bed ends or fasteners, sheet metal for spring mattresses, in kegs, bbls. or casks.. . . .	4
Infusorial earth; same as Food preservatives.		Bed fasteners or hooks, and pins, in kegs, barrels or casks.. . . .	4
Ingots, steel; see Iron and steel articles.		Bells, and fixtures, viz.: Sheet iron, L. C. L.. . . .	2
Ink, viz.: Printing and Marking Fluid, in casks, bbls., half-bbls., or kegs.. . . .	4	Same, C. L.. . . .	6
Same, in cans, glass, or stoneware, packed.. . . .	2	Cast iron, loose or in boxes, L. C. L.. . . .	2
N. O. S.. . . .	2	Same, in bbls. or casks, L. C. L.. . . .	4
Insecticide, in boxes or bbls. (used for field crops).. . . .	4	Same, loose or packed, C. L..	6
Insecticide, in sacks, L. C. L..	5	N. O. S.. . . .	1
Same, C. L.. . . .	6	Blooms and billets, steel, L. C. L.; see Special iron.	
Instruments, viz.: Electrical; see Electrical instruments and fixtures.		Same, C. L., per ton 2,240 lbs.; same rates as pig iron, C. L., per ton 2,268 lbs.	
Musical; see Musical instruments.		Boiler tubing, L. C. L.. . . .	6
Nautical, viz.: Compasses, mariner's, boxed.	D1	Same, C. L.; see Special iron.	
Surgical; see Surgical instruments.		Bolts, loose, 5 ft. or over in length, L. C. L.. . . .	6
Insulators, glass; see Glass and glassware.		Same, C. L.; see Special iron.	
Insulators, porcelain, packed, L. C. L.. . . .	2	Bolts, nuts, rivets and washers, in bbls., kegs, casks, bbls., or drums, L. C. L.. . . .	6
Same, C. L.. . . .	4	Same, C. L.; see Special iron.	
Iron and steel articles (not boxed or crated, unless so specified), viz.: Iron and steel articles, boxed or crated, N. O. S.. . . .	2	Same, except in bundles, kegs, barrels, casks or drums..	2
Anchors, N. O. S.. . . .	5	Booths, viz.: Police patrol, sheet iron, S. U., L. C. L.. . . .	1
Anchors, Torpedo, cast iron; see Castings and forgings.		Same, C. L.. . . .	4
Andirons; see Dog irons.		Voting, K. D., L. C. L.. . . .	2
Architectural, consisting of columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars and girders, L. C. L.. . . .	6	Same, C. L.. . . .	4
Same, C. L.; see Special iron.		Boxes and skeins, vehicle, viz.: Boxed.. . . .	2
		Loose, L. C. L.. . . .	3
		Same, C. L.; see Special iron.	
		In kegs, barrels, or casks, L. C. L.. . . .	6
		Same, C. L.; see Special iron.	

I	Class.	I	Class.
Boxes, cast iron meter...	5	Car spring plates and journal box lids...	5
Boxes, gas purifier, unpacked, L. C. L. ....	6	Castings and forgings (not to include articles specifically provided for herein, nor Machinery, machines or parts thereof), viz.:	
Same, C. L.; see Special iron.	1	In kegs, bbls., casks, crates, sacks or wired together in bundles, L. C. L. ....	4
Boxes, safe deposit, L. C. L. ....	4	Unpacked, each piece weighing 15 lbs. or less...	2
Box straps or fasteners (metal bands), in bundles, kegs, bbls., or casks...	6	Unpacked, each piece weighing over 15 lbs., but not over 200 lbs., L. C. L. ....	5
Brackets, shelf, in kegs, bbls., or casks...	3	Unpacked, each piece weighing over 200 lbs., L. C. L. ....	6
Brakes and brake ratchets, vehicle (except for Farm wagons), viz.:		Unpacked (each piece weighing over 15 lbs.), or packed in kegs, barrels, casks, crates, sacks, or wired together in bundles, C. L.; see Special iron.	
In bundles...	3	Cattle guards...	6
In barrels or casks...	4	Celling, viz.:	
Brake beams, L. C. L. ....	6	In crates, bbls. or rolls, L. C. L. ....	4
Same, C. L.; see Special iron.		Same, C. L. ....	6
Brake ratchets; see Brakes.		Chains, viz.:	
Brake shoes and slugs, in bbls. or casks, L. C. L. ....	6	In kegs, casks or bbls., L. C. L. ....	5
Same, C. L.; see Special iron.		Same, C. L.; see Special iron.	
Brake shoes, wired in bbls., L. C. L. ....	6	Loose or in coils, L. C. L. ....	5
Same, loose or wired in bundles, C. L.; see Special iron.		Same, C. L.; see Special iron.	
Brake shoe keys, in kegs, barrels, casks, crates, sacks or wired together in bundles, L. C. L. ....	4	Chain belting, or sprocket chain, loose or in bundles, kegs, barrels or casks...	4
Same, C. L.; see Special iron.		Chairs, porch or lawn...	2
Bridge material, L. C. L. ....	6	Chair castings, or iron chair bases, in kegs, bbls., or wired together in bbls...	4
Same, C. L.; see Special iron.		Cones, blacksmith's...	5
Buckets, viz.:		Cores; see Spools.	
Buckets and tubs, galvanized iron, in mixed C. L., with tinware, agateware, granite-ware, etc.; see Tinware.		Cornices, galvanized or sheet iron; see Cornices.	
Dredge, ore, and coal dumping, L. C. L. ....	3	Cotton mill rollers; see Machinery.	
Same, C. L. ....	6	Couplers, and parts thereof, and Drawbars, car, L. C. L. ....	6
Elevator, not nested...	2	Same, C. L.; see Special iron.	
Elevator, nested, packed...	3	Cranes, mail...	2
Sheet or galvanized iron, not nested, L. C. L. ....	1	Cranes, water, L. C. L. ....	4
Same, nested, L. C. L. ....	3	Same, C. L. ....	5
Nested or not nested, C. L., min. wt. 20,000 lbs. ....	4	Cross ties, L. C. L. ....	6
Buckets and tubs, galvanized iron, mixed, C. L., min. wt. 20,000 lbs. ....	4	Same, C. L.; see Special iron.	
Buckles, turn, in bundles, kegs, bbls., or casks, L. C. L. ....	3	Crowbars...	6
Same, C. L. ....	5	Cylinders, empty, for gas, acids or liquids; see Drums.	
Butts; see Hinges.		Dog irons and andirons, cast or wrought, in kegs, barrels or casks...	4
Cans, galvanized iron; see Cans.		Same, unpacked...	5
Car bolsters, L. C. L. ....	6	Door hangers, rails and tracks, in boxes...	2
Same, C. L. (see also Railroad Rolling Stock Equipment); see Special iron.		Same, in bundles or crates...	3
Car Replacers, loose or in bundles...	6		

I	Class.	I	Class.
<p>Doors... .. 4</p> <p>Drawbars; see Couplers.</p> <p>Drums, empty, for, shipping gas, acids or liquids; see Drums.</p> <p>Fencing, N. O. S. . . . . 5</p> <p>Fencing, woven wire, in rolls, L. C. L. . . . . 5</p> <p>Same, C. L. . . . . 6</p> <p>Fenders, for street cars, L. C. L. . . . . 2</p> <p>Same, C. L. . . . . 5</p> <p>Fillings, sawdust and rust, L. C. L. . . . . 6</p> <p>Same, C. L.; see Special iron.</p> <p>Fire escapes. . . . . 4</p> <p>Fish bars, fasteners, and rail braces, L. C. L. . . . . 6</p> <p>Same, C. L.; see Special iron.</p> <p>Fittings, pipe; see Pipe fittings.</p> <p>Flasks, moulders'; see Castings.</p> <p>Flues, boilers; see Machinery.</p> <p>Flues, tobacco, sheet iron. . . 1</p> <p>Forgings, N. O. S.; see Castings.</p> <p>Frogs, railway, L. C. L. . . . 6</p> <p>Same, C. L.; see Special iron.</p> <p>Grate bars; see Castings.</p> <p>Grates, and parts thereof, and Grate fixtures, viz.: Fronts, fenders, frames, baskets and fixtures, loose, L. C. L. . . . . 1</p> <p>Same, wired together in bbls. or packed, L. C. L. . . . . 3</p> <p>Loose, or wired together in bbls. or packed, C. L. . . . . 5</p> <p>Grindstone fixtures, in boxes. . 2</p> <p>Same, in bundles or crates. . 3</p> <p>Gutters and guttering; see Gutters.</p> <p>Harrow disks, in bbls., kegs or bbls. . . . . 6</p> <p>Harrow teeth, in kegs or bbls. . 6</p> <p>Hinges and butts, in boxes. . . 2</p> <p>In kegs, bbls. or casks, L. C. L. . 4</p> <p>Same, C. L. . . . . 6</p> <p>Hods, brick or mortar. . . . . 4</p> <p>Hooks, backband, in kegs or bbls. . . . . 4</p> <p>Hooks and Rods, meat, N. O. S., loose or in kegs, barrels or casks. . . . . 4</p> <p>Hooks, meat, returned; see Meat boxes.</p> <p>Hooks, hasps and staples, N. O. S., in kegs, barrels or casks . 4</p> <p>Hoops, N. O. S., in bundles. . 4</p> <p>Hydrants, fire plugs and water gates, L. C. L. . . . . 3</p> <p>Same, C. L. . . . . 5</p>		<p>Ingots, steel; see Blooms and billets.</p> <p>Jail work; see Prison work.</p> <p>Kegs, powder, empty, L. C. L. . 1</p> <p>Same, C. L., min. wt. 20,000 lbs. . . . . 5</p> <p>Kegs, pressed steel, loose, L. C. L. . . . . D1</p> <p>Same, packed, L. C. L. . . . . 2</p> <p>Same, loose or packed, C. L., min. wt., 20,000 lbs. . . . . 5</p> <p>Kettles or pans, large, cast iron. . . . . 4</p> <p>Kilns, lime, or parts thereof, manufactured of sheet or boiler iron; with cast iron doors, door frames, grates and floors, crated, boxed or in bundles, K. D. . . . . 6</p> <p>Knuckles (parts of patent car couplers); see Couplers.</p> <p>Lap-rings, in kegs, bbls. or casks. . . . . 5</p> <p>Lasts, shoe, in boxes. . . . . 2</p> <p>Same, in kegs or barrels. . . . 4</p> <p>Lathing, in crates or bundles, L. C. L. . . . . 4</p> <p>Same, C. L. . . . . 5</p> <p>Links, and pins, in kegs, barrels, casks, loose or wired together, L. C. L. . . . . 6</p> <p>Same, C. L.; see Special iron.</p> <p>Magazines, powder, portable, empty. . . . . 1</p> <p>Magazines, powder, stationary, K. D. flat, in bundles or crates, L. C. L. . . . . 2</p> <p>Same, C. L. . . . . 4</p> <p>Mandrels, blacksmith's. . . . . 5</p> <p>Mangers or hayracks, viz.: Loose, L. C. L. . . . . 1</p> <p>Nested and crated, or wired in bundles, L. C. L. . . . . 3</p> <p>C. L., minimum weight, 15,000 lbs. . . . . 4</p> <p>Mantels, not packed. . . . . 2</p> <p>Same, packed. . . . . 3</p> <p>Matting, floor; see Mats and matting.</p> <p>Mattocks and picks, in kegs, barrels, casks, loose or wired together. . . . . 4</p> <p>Meter boxes, cast iron. . . . . 5</p> <p>Molds, bottle, loose. . . . . 2</p> <p>Molds, ingot, crated. . . . . 5</p> <p>Muck and puddle bar iron, L. C. L.; see Special iron.</p> <p>Same, C. L., per ton of 2,240 lbs., same rates as Pig iron, C. L., per ton of 2,268 lbs.</p> <p>Nails and Spikes, viz.: In boxes, N. O. S. . . . . 2</p> <p>In bags. . . . . 3</p>	



I	Class.	I	Class.
In kegs or double kegs (estimated wt. 106 lbs. per keg, and 208 lbs. per double keg)		Posts, fence.. . . . .	5
L. C. L.. . . . .	6	Posts, hitching.. . . . .	4
Same, C. L.; see Special iron.		Prison work, viz.:	
Cement coated, in kegs or double kegs (actual weight),		Jail plate, L. C. L.. . . . .	5
L. C. L.. . . . .	6	Same, C. L.; see Special iron.	
Same, C. L.; see Special iron.		Cages, doors and gratings, L.	
Horse shoe, in standard boxes containing 25 lbs. each (gross weight to be charged for)..	4	C. L.. . . . .	4
Shoe, iron, plain or brass-coated; see Tacks, Iron.		Same, C. L.. . . . .	6
Pans, cast iron; see Kettles.		N. O. S.. . . . .	2
Pans, sheet iron, baking or dripping; see Hollowware.		Pumps; see Pumps.	
Picks; see Mattocks.		Racks, hay; see Mangers.	
Pig iron, L. C. L.; see Special iron.		Rail benders.. . . . .	3
Same, C. L.; see Special iron.		Railing.. . . . .	5
Pins, couplings; see Links and pins.		Rails, viz.:	
Pipe, viz.:		Railway, new or second-hand,	
Cast, with or without cement lining, L. C. L.. . . . .	6	L. C. L.. . . . .	6
Same, C. L.; see Special iron.		Same, C. L.; see Special iron.	
Spiral, sheet iron.. . . . .	1	Portable railway tracks, iron, wood, or iron and wood combined, K. D. flat, L. C. L..	4
Steel, riveted, L. C. L.. . . .	4	Same, C. L.. . . . .	5
Same, C. L.. . . . .	6	Retorts, viz.:	
Wrought iron, in coils, L. C. L.. . . . .	3	For manufacturing gas or acid, L. C. L.. . . . .	4
Same, C. L.. . . . .	6	Same, C. L.. . . . .	5
Wrought iron, L. C. L.. . . .	6	N. O. S.. . . . .	4
Same, C. L.; see Special iron.		Rods, box or wagon, in bundles; see Vehicle materials.	
Pipe joints or fittings, in sacks, barrels, casks, loose or wired together, L. C. L.. . . . .	6	Rods, wire in coils; see Special iron.	
Same, C. L.; see Special iron.		Roofing, in crates or bbls.. .	6
Planished iron; see Sheet iron.		Russia iron; see Sheet iron.	
Plate, galvanized, plain or corrugated, in bundles or crates.	6	Rust, iron; see Filings.	
Plow beams and handles, L. C. L.. . . . .	4	Sad irons, in kegs, bbls., casks or crates, L. C. L.. .	4
Same, C. L.. . . . .	6	Same, C. L.. . . . .	6
Plow irons, viz.:		Safes and vaults, viz.:	
Clevises, coulters, couplers, frogs, heel-bolts, moulds, plant fenders, plates, points and wings, in kegs, bbls., or casks, or wired together, L. C. L.. . . . .	6	Each weighing 6,000 lbs. and over, L. C. L.. . . . .	1
Same, C. L.; see Special iron.		Each weighing less than 6,000 lbs., L. C. L.. . . .	3
Plow iron, or steel, in bars or plates, L. C. L.. . . . .	6	C. L.. . . . .	4
Same, C. L.; see Special iron.		Safe and vault doors.. . . .	3
Plow shapes, unfinished, L. C. L.. . . . .		Sash weights, unpacked, L. C. L.. . . . .	6
Same, C. L.; see Special iron.		Same, C. L.; see Special iron.	
Plugs, fire; see Hydrants.		Sawdust, iron; see Filings.	
Poles and cross arms, electric light or railway, L. C. L.. .	5	Scrap iron, viz.:	
Same, C. L.; see Special iron.			

NOTE.—The ratings shown upon scrap iron will apply only upon scraps or pieces of iron or steel which have value for remelting purposes only.

In bbls. or casks, L. C. L.. . . . .

Same in bbls. or casks, or in bulk, C. L.; see Special iron.

Screws, lag; see Bolts.

Screws, N. O. S., in boxes.. . . .

Same in kegs, bbls. or casks.. .

Sheet iron and steel, viz.:

Cut in strips for stove pipe; see Pipe.

Plain, galvanized or corrugated, in crates or bundles.. . . .

I	Class.	I	Class.
<p>Planished or Russian iron... ..  Shingle bands, in bdls. or bbls.  Shoes, horse, mule and ox, in  kegs (estimated weight 106  lbs. per keg), L. C. L... ..  Same, C. L.; see Special iron.  Shutters... ..  Siding, stamped in imitation of  brick, in crates or bdls., L. C.  L... ..  Same, C. L... ..  Sinks, loose or in crates or  barrels... ..  Same, C. L... ..  Siphons, for flushing sewers..  Skeins, vehicle; see Boxes.  Skelp, iron or steel, L. C. L..  Same, C. L.; see Special iron.  Slabs and slab steel, unpacked;  see Special iron.  Sledges in kegs, bbls., or casks,  loose or wired together... ..  Slugs, for brake shoes; see  Brake shoes.  Special Iron, viz. (see Note):</p>	<p>2 6 6 4 4 6 3 4 4 6 4</p>	<p>*Chains, loose or in coils, C. L.  *Chains, in kegs, casks or barrels,  C. L.  *Couplers, car, and parts thereof, and  drawbars, cars, C. L.  *Cross ties, C. L.  *Filings, sawdust and rust, C. L.  *Fishbars, fastenings and rail braces,  C. L.  *Frogs, railway, C. L.  *Jail plate, C. L.  *Links and pins, in kegs, bbls., casks  or loose or wired together, C. L.  *Muck and puddle bar iron, L. C. L.  *Nails and spikes, in kegs or double  kegs (estimated weight 106 pounds  per keg and 208 lbs. per double  keg), C. L.  *Nails, cement coated, in kegs or  double kegs (actual weight), C. L.  *Pig iron, L. C. L. and C. L.  *Pipe, cast, with or without cement  lining, C. L.  *Pipe, wrought, C. L.  *Pipe joints or fittings, in sacks, bar-  rels, casks, loose, or wired together,  C. L.  *Plow clevises, coulters, couplers,  frogs, heel bolts, moulds, plant-  fenders, plates, points and wings, in  kegs, bbls. or casks, or wired to-  gether, C. L.  *Plow iron or steel, in bars or plates,  C. L.  *Plow shapes, unfinished, C. L.  *Poles and cross arms, electric light  or railway, C. L.  *Rails, railway, new or second-hand,  C. L.  *Rods, wire, in coils, L. C. L., and  C. L.  *Sash weights, unpacked, C. L.  *Scrap iron, in bbls. or casks or in  bulk, C. L.  *Shoes, horse, mule and ox, in kegs  (estimated weight 106 pounds per  keg), C. L.  *Skelp iron or steel, C. L.  *Slabs and slab steel, unpacked, L.  C. L. and C. L.  *Spiegel iron, C. L.  *Stand pipes, K. D., C. L.  *Staples, fence, in kegs, C. L.  *Switches and switch chairs, rail-  road, C. L.  *Tires, vehicle, C. L.  *Trucks, car (without motors), C. L.  *Tubing, boiler, C. L.  *Wheels, car, C. L.  *Wire, iron or steel, in bundles or  coils, or on reels, C. L.</p> <p>*Special rates; or 6th Class in the  absence of Special rates.  (See also classification of articles  enumerated under "Track Ma-  terial.")</p> <p>Spiegel Iron, L. C. L... ..  Same, C. L.; see Special iron.  Sponge, iron, packed, L. C. L..  Same, C. L... ..  Spools and cores, for winding  paper; see Spools and cores.</p>	<p>6 2 5</p>
<p>NOTE.—On mixed carloads of articles,  included in the following "Special  Iron" list the carload "Special  Iron" rate will apply, subject to the  established minimum carload weight.  *Architectural (consisting of columns,  pedestals, capitals, saddles, doors,  and window jambs, plates, sills, lin-  tels, rolled beams, channel bars and  girders), C. L.  *Axles, car, C. L.  *Axles, carriage or wagon, loose or  wired together, C. L.  *Bar, band, boiler, hoop, plate and  rod, unpacked, L. C. L. and C. L.  *Blooms and billets, steel, L. C. L.  *Boiler, tubing, C. L.  *Bolts, loose, 5 ft. or over, in  lengths, C. L.  *Bolts, nuts, rivets and washers, in  bundles, kegs, casks, barrels or  drums, C. L.  *Boxes and skeins, vehicles, loose, C.  L.  *Boxes and skeins, vehicle, in kegs,  bbls. or casks, C. L.  *Boxes, gas purifier, unpacked, C. L.  *Brake beams, C. L.  *Brake shoes and slugs, in bbls. or  casks, C. L.  *Brake shoes, loose or wired in bdls.,  C. L.  *Brake shoe keys, in kegs, bbls., casks,  crates, sacks, or wired together in  bdls., C. L.  *Bridge material, C. L.  *Car bolsters, C. L.  *Castings and forgings (not to include  articles specifically provided for  herein, nor machinery, machines,  or parts thereof, unpacked, (each  piece weighing over 15 lbs.), or  packed in kegs, barrels, casks,  crates, sacks, or wired together in  bundles, C. L.</p>			

I	Class.	I	Class.
Springs, viz.:		Tubing, N. O. S. . . . .	2
Car. . . . .	6	Tubing, boiler, L. C. L. . . .	6
Vehicle. . . . .	4	Tubs; see Tubs.	
Spring keys or cotters, in		Turnbuckles; see Buckles.	
kegs or bbls. . . . .	4	Urns. . . . .	2
Stand pipes, K. D., L. C. L. . .	6	Valves; see Valves, metal.	
Same, C. L.; see Special iron.		Vault work, L. C. L. . . . .	4
Stairwork. . . . .	5	Vault work, C. L. . . . .	6
Staples, fence, in kegs, L. C.		Vaults, grave. . . . .	2
L. . . . .	6	Vaults, N. O. S.; see Safes.	
Same, C. L.; see Special iron.		Ventilators, galvanized iron,	
Steel, granulated; see Shot.		L. C. L. . . . .	D1
Statuary and lawn ornaments,		Same, C. L., min. wt. 10,000	
N. O. S. . . . .	2	lbs. . . . .	1
Stop-cock boxes; see Castings.		Vises, unpacked. . . . .	4
Swage blocks. . . . .	5	Washstands or lavatories,	
Switches and switch chairs,		packed, L. C. L. . . . .	3
railroad, L. C. L. . . . .	6	Same, C. L. . . . .	4
Same, C. L.; see Special iron.		Water closet hoppers, cisterns	
Tacks, including brass-coated		or tanks, L. C. L. . . . .	3
iron tacks, in kegs or bbls. .	4	Same, C. L. . . . .	4
Taggers' iron. . . . .	4	Water closets, loose. . . . .	1
Tags, iron; see Tags, tin.		Same, boxed or crated. . . .	3
Tanks; see Tanks.		Water gates; see Hydrants.	
Telegraph and telephone cross-		Wedges, in kegs, barrels or	
arm braces. . . . .	6	casks. . . . .	4
Tiling, sidewalk, iron and		Weights, folding bed; see Cast-	
glass; see Tiling.		ings.	
Timber dogs, in kegs or bar-		Wheel flanges, in bundles. . .	3
rels. . . . .	4	Wheels, car, L. C. L. . . . .	6
Timber hangers; see Castings		Same, C. L.; see Special iron.	
and forgings, N. O. S.		Wheels, well, in kegs, bbls. or	
Tires, locomotive. . . . .	6	casks. . . . .	4
Tires, vehicle, L. C. L. . . .	6	Windlass, unpacked. . . . .	3
Same, C. L.; see Special iron.		Wire; see Wire.	
Toecalks, in kegs. . . . .	4	Ironing boards, packed, L. C. L.	3
Track material—Commodity		Ironing boards, C. L. . . . .	3
rates shown herein under "R.		Iron, sulphate of; see Copperas.	
R. Track Material" will apply		Same, when shipped to fertil-	
on the following articles:		izer factories; see Fertilizers.	
Bolts, Chairs, Frogs, Nuts,			
Nut Locks, Rails, iron and		Isinglass, viz.:	
steel, Spikes, Splice Bars,		Brewers', manufactured of fish	
Switches, Switch Chairs,		bone, packed in bbls. or casks	
Switch Stands, Tie Plates,		and shipped to breweries. . .	1
Track Braces, Washers.		N. O. S. . . . .	ST1
Traps, sewer, gas or grease,		Ivory. . . . .	1
loose or in bbls. . . . .	3	Ivory, black. . . . .	1
Tree protectors, S. U. . . . .	1		
Same, K. D., nested. . . . .	3		
Troughs, eave; see Gutters and			
guttering.			
Troughs, feeding or watering,			
L. C. L. . . . .	3		
Same, C. L. . . . .	4		
Trucks, car (without motors),			
L. C. L. . . . .	6		
Same, C. L.; see Special iron.			
Trunk covering, iron; see			
Trunk covering.			
Tubes, empty, for shipping			
gas, acids or liquids; see			
Drums.			

## J

Jackscrews and wagon jacks..	3
Jadoo, for fertilizing purposes,	
viz.:	
Liquid, in barrels, half bar-	
rels, casks or kegs, L. C. L..	4
Same, C. L. . . . .	5
Liquid, in cans, packed in	
wooden jackets, or in bottles,	
packed in wood, L. C. L. . . .	1
Same, C. L. . . . .	3

J	Class.	K	Class.
Fibre, in bags, L. C. L.. . . . Same, pressed in bales, L. C. L.. . . . Fibre, packed or loose, C. L., min. wt. 20,000 lbs.. . . . Jail work; see Iron and steel articles.	1 4 5	Sawdust, rosin or tar mixed, in packages, boxed or crated, so as to admit of inspection, L. C. L.. . . . Same, C. L.. . . . Knapsacks.. . . . Knives and forks, iron or tinned iron, boxed.. . . . Knives, hay; see Agricultural implements. Knobs, door, packed.. . . . Knuckles, steel, part of patent car couplers; see Iron and steel articles. Koalspar, in bbls.. . . . Kowrie; see Gum. Kraut; see Saurkraut. Kryolith, in casks or drums.. . .	5 A 1 1 2 2 4 6
Japan dryer, viz.: In cans, not boxed.. . . . In cans, boxed.. . . . In bbls., kegs or casks.. . . . Japanware.. . . . Japonica.. . . . Jars, glass; see glass and glassware. Jeans; see Dry goods. Jellies, N. O. S.; see Preserves.	1 2 3 1 3	L	
Jelly, viz.: Powdered, packed.. . . . N. O. S.; see Preserves. Jugs; see Earthenware. Juices, fruit; see Preserves. Jute and jute butts.. . . . Jute waste; see Waste.	3 A	Labels, paper, in boxes, prepaid or guaranteed.. . . . Labels, wooden, same as signs, wooden.	2
K		Ladders, viz.: Iron or wood, L. C. L.. . . . Rope, packed or in bundles, L. C. L.. . . . Step, L. C. L.. . . . All kinds, straight or mixed, C. L., min. wt. 12,000 lbs.. . . Step and chair combination; see Furniture. Ladies, foundry.. . . . Lampblack, in sacks, boxes, barrels or casks.. . . . Lamps and lamp goods, packed, L. C. L.. . . . Same, C. L., min. wt. 12,000 lbs. Lanterns, glass; see Glass and glassware. Lanterns, paper, plain or decorated, K. D., packed.. . . . Lap rings; see Iron and steel articles. Lard, viz. (see Note):	1 2 1 4 4 1 3 D1
Kainit; see Fertilizers. Kalsomine; see Wall finish. Kaolin, in sacks, casks, bbls., hhd., or tierces, L. C. L.. . . Same, C. L.. . . . Kegs, powder, manufactured of sheet iron; see Iron and steel articles. Kegs, empty, N. O. S.; see Barrels. Kegs, pressed steel; see Iron and steel articles. Kem-Kom, in barrels; see Boiler cleansing compound. Kerosene; see Oil, coal. Kerseys; see Dry goods. Kettles, large, iron; see Iron and steel articles. Kilns, lime, iron; see Iron and steel articles. Kilns, lumber drying, L. C. L.. Same, C. L.. . . . Kilns, portable, for firing decorated china, porcelain, pottery, etc., boxed.. . . .	5 6 3 6 1	NOTE.—With shipments of lard, no freight charges will be made for such an amount of ice as is necessary to preserve same in transit.	1 5 B
Kindling, fire, viz.: Pine or other woods, in crates, barrels or bbls., L. C. L.. . . Pine or other woods, C. L., min. wt. 30,000 lbs.; Lumber rates.	5	In stoneware, unpacked.. . . In tin cans, unpacked.. . . N. O. S.. . . . Lard compounds and cooking oil (products of cotton seed oil), viz.: In glass or stoneware, packed In tin cans, unpacked.. . .	1 5 1 5

L	Class.	L	Class.
In tin cans, packed, or in wood		Lemon or lime juice; see Fruit	
Last blocks, wooden; see Blocks.		juices.	
Lasts, shoe, iron; see Iron and		Lemon peeling; see Peeling.	
steel articles.		Lemons; see Fruit, green.	
Lasts, shoe, N. O. S. . . . .	2	Lentils, in bags, boxes, or bbls.	3
Lathing, iron or steel; see Iron		Licorice, powdered, root, stick,	
and steel articles.		or in mass, packed. . . . .	3
Laths, actual weight; see Lum-		Life preservers, packed or in	
ber.		bbls. . . . .	1
Launches; see Boats.		Lighters, cigar; see Cigar light-	
Lead, viz.:		ers.	
Acetate of (sugar of lead), in		Lighthouse apparatus, consist-	
sacks or boxes. . . . .	1	ing of lenses, lanterns, brass	
Same, in kegs, barrels or		bearings, wooden models, etc.	1 1/2
casks. . . . .	4	Lightning rods and fixtures,	
Bar, sheet or glaziers', not		packed or in bundles. . . . .	2
boxed, L. C. L. . . . .	4	Lime, viz.:	
Same, packed, L. C. L. . . . .	5	In casks or barrels, L. C. L. . . .	6
Same, packed or not packed,		Same, C. L.; Special rates.	
C. L. . . . .	5	Acetate of, L. C. L. . . . .	6
Black; see Plumbago.		Same, C. L.; see Fertilizers.	
Pig. . . . .	6	Carbonate of, in bbls. or	
Red and white; see Paints.		casks; same as Lime.	
Scrap. . . . .	5	Chloride of, in boxes. . . . .	1
Sublimate of, in kegs, half		Chloride of, in kegs, barrels,	
barrels or barrels. . . . .	5	casks or metal drums, L. C.	
Sulphate of, in sacks, barrels		L. . . . .	4
or casks. . . . .	5	Same, C. L. . . . .	6
Lead bases for stereotype plates..	3	Liquid, prepared for white-	
Lead dross and skimmings. . .	5	washing; see Wall finish.	
Lead pipe; see Pipe.		Phosphate of, in bbls., L. C. L.	4
Leaders; see Gutters and gut-		Same, C. L. . . . .	6
tering.		Limestone, viz.:	
Leads, printer's, packed. . . .	2	Ground, in bbls., L. C. L. . . .	5
Leather, viz.:		Same, C. L., min. wt. 30,000	
In rolls or boxes, L. C. L. . .	2	lbs. . . . .	6
Same, C. L., min. wt. 20,000		N. O. S.; see Marble and	
lbs. . . . .	4	granite.	
Loose, N. O. S. . . . .	1	Linings, flue; see flue linings.	
Artificial, packed. . . . .	2	Links; see Iron and steel arti-	
Leather board; see Board, leath-		cles.	
er.		Linseed; see Seed.	
Leather scraps, shavings or		Lintels, slate; see Slate lintels.	
skivings, in packages or bales		Linters; see Cotton re-gins and	
(see note). . . . .	5	linters.	
NOTE—This classification will apply only		Liquid carbonate; see Gas, car-	
upon shipments of scraps, shavings or		bonate acid.	
skivings, or refuse from the manufac-		Liquors, alcoholic, viz.:	
ture of leather goods, and will not		Alcohol, in cans, boxed. . . .	1
apply on strips cut from hide		Alcohol, N. O. S.; same as	
leather.		Whiskey.	
Leather shoe heels and shoe		Bitters; same as Liquor, N.	
taps, in boxes or bbls. . . .	2	O. S.	
Leatheroid boxes; see Boxes.		Gin; same as Whiskey.	
Leaven, bread, self raising,		High wines; same as Whiskey.	
same as baking powders.		Rum; same as Whiskey.	
Leaves, palm; see Palmetto.		Whiskey or domestic wine,	
Leaves, powdered, in boxes or		in glass, packed in bbls. . . .	2
bbls. . . . .	1	Whiskey or domestic wine, in	
Leaves, N. O. S., pressed, in		glass, packed in boxes or	
bbls., bales or boxes, L. C. L.	3	baskets, each package weigh-	
Same, C. L. . . . .	5	ing not less than 20 lbs. . . .	2
		Whiskey or domestic wine, in	

**L**

glass or stone, packed in boxes or baskets, each package weighing less than 20 lbs., C. L., minimum weight 10,000 lbs., release as below to be signed. . . . .  
 Same, L. C. L., not taken.  
 Whiskey or domestic wines, in glass or stone, in bulk, C. L., or less, not taken.

**RELEASE:**

Provided, further, that the release to apply on shipments of whiskey, in glass or stone packed in boxes or baskets, each package weighing less than 20 lbs., carloads, min. wt. 10,000 lbs., etc., read as follows:  
 . . . . . hereby release the . . . . .  
 Railroad Company and its connections from all waste and breakage not the result of the negligence of the railroad company or its agents.  
 Whiskey, domestic wines and domestic brandies, in barrels, half barrels or kegs. . . . .  
 Wine, in iron drums. . . . .  
 N. O. S., in glass packed in boxes, baskets or bbls. . . . .  
 N. O. S., in wood. . . . .  
 Liquors, iron, in carboys. . . . .  
 Liquors, red, not alcoholic or malt, in carboys. . . . .  
 Litharge; see Paints.  
 Live animals (other than domestic animals), birds and reptiles, straight or mixed, C. L., carrier's option, loaded in standard cars and fully released (valuation not to exceed \$500 per car and so specified in contract); double the highest C. L. rate applying on live stock between the same points.  
 Live stock, subject to the following rules, viz.:

**SUBSTITUTING AND PARTIALLY UNLOADING IN TRANSIT.**

Shippers will not be permitted to unload and dispose of any portion of carload shipments of live stock en route, except upon payment of the less than carload rate upon the portion so unloaded. In order to be entitled to the carload rate, the number and kind as way-billed must go through to destination.

**MAXIMUM VALUATIONS OF LIVE STOCK SHIPMENTS.**

Horses or Mules, each. . . . \$75.00  
 Mare and Colt, together . . . 100.00  
 Jacks or Stallions, each. . . 150.00

**Class.**

1½

**H**

**H**

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4

**L**

Domestic horned Animals, each \$0.00  
 Cow and Calf, together . . . \$5.00  
 Calves, Hogs or Sheep, each. 5.00  
 For every increase of one hundred per cent. or fraction thereof in valuation there shall be an increase of fifty per cent. in rate.

**FREE TRANSPORTATION OF ATTENDANTS IN CHARGE OF LIVE STOCK.**

(The following rules are applicable as well to the local live stock traffic as to competitive traffic.)

Persons in charge of live stock may be carried free at the option of the railroad company on passenger train immediately preceding or following the shipment of stock or on the same train with the stock, as follows:

One man to pass free with one or two cars; two men to pass free with three or four cars; three men to pass free with five to seven cars; four men to pass free with eight or more cars, which last is the maximum number of persons that will be passed free on any train with live stock from one shipper to one consignee and destination.

All persons thus passed are at their own risk of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.

Full rates will be charged for one or more attendants with live stock shipments in L. C. L. quantities and for extra attendants with carload shipments.

No free or reduced transportation will be given either to attendants or shippers of live stock except as above provided.

Agents must not issue more than one live stock contract on any consignment of live stock from one shipper to one consignee and destination, but enter the description of the entire shipment with car numbers on one contract.

Full fare returning will be charged all attendants who have accompanied live stock shipments.

**MIXED CARLOADS OF LIVE STOCK.**

Mixed carloads of Live Stock, when loaded on the same floor, will be received and transported when the different kinds of Live Stock are separated by strong partitions which shall be put in by, or at the expense of, the owner or shipper, subject to the inspection and approval of forwarding agents, and without injury to the car. In loading Stock as above the owner shall assume all risk of damage which may result from such loading.

**LIVE STOCK, C. L., IN DOUBLE-DECK CARS.**

1. Double decking of Sheep and Lambs will be permitted.

L	Class.	L	Class.
<p>2. Loading Sheep and Lambs in double-deck cars over Hogs or Calves will be permitted.</p> <p>3. Loading Sheep and Lambs or Hogs in double-deck cars over Horses, Mules or Cattle will not be permitted.</p> <p>4. Loading Hogs, Calves or Cattle in double-deck cars will not be permitted.</p> <p>Live stock, L. C. L.; locals of each road.</p>		<p>Locomotive cabs, S. U., requiring flat car or gondola car, min. wt. 4,000 lbs. each</p> <p>Same, K. D. flat, crated or boxed.. . . . .</p> <p>Locomotive tires; see Iron and steel articles.</p> <p>Locks, packed.. . . . .</p> <p>Log Loaders; see Machinery.</p> <p>Logwood, extract, in bbls. or casks.. . . . .</p> <p>Same, N. O. S.. . . . .</p> <p>Looking glasses; see Glass and glassware (mirrors).</p> <p>Looms; see Machinery and machines.</p> <p>Lounges; see Furniture.</p> <p>Lumber, L. C. L.. . . . .</p> <p>Same, C. L., min. wt. 30,000 pounds.. . . . .</p> <p>Lye, concentrated.. . . . .</p> <p>Lye, concentrated, spent (refuse from soap tanks), in barrels or iron drums, L. C. L.</p> <p>Same. in barrels, iron drums or tank cars, C. L.. . . . .</p>	<p>D1</p> <p>3</p> <p>2</p> <p>5</p> <p>2</p> <p></p> <p>4</p> <p>6</p> <p>5</p> <p>5</p> <p>6</p>
<p><b>LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.</b></p>		M	
<p>One horse, mule or horned animal (except as specified below).. . . . .</p> <p>Two horses, mules or horned animals (except as specified below) in same car and from same shipper to same consignee.. . . .</p> <p>Each additional horse, mule or horned animal (except as specified below) in same car and from same shipper to same consignee.. . . .</p> <p>Stallions, jacks and bulls each.. . . . .</p> <p>Each cow and calf together.. . . .</p> <p>Each mare and foal together.. . . .</p> <p>Yearling cattle, except bulls, each.. . . . .</p> <p>Colts, under one year old, each.. . . . .</p> <p>Calves, under one year old, not crated, each.. . . .</p> <p>Calves under one year old, crated, each actual weight but not less than.. . . .</p> <p>Calves over one year old, crated, each actual weight, but not less than.. . . .</p> <p>Donkeys, colts and ponies, crated, each actual weight, but not less than.. . . .</p> <p>Sheep, crated, each actual weight, but not less than.. . . .</p> <p>Lambs, crated, each actual weight, but not less than.. . . .</p> <p>Hogs, crated, each actual weight, but not less than.. . . .</p> <p>Pigs, crated, each actual weight, but not less than.. . . .</p> <p>Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.</p> <p>Goats; same as Sheep.</p> <p>Kids; same as Lambs.</p> <p>Attendants in charge of and accompanying less than carload shipments of Live Stock, shall pay full passenger fare, and are at their own risk of personal injury from any cause whatsoever.</p>		<p>Macaroni, vermicelli and spaghetti.. . . . .</p> <p>Machinery and machines, C. L. (owners to load and unload), viz.:</p> <p>Blowers, rotary or exhaust fans, iron, min. wt. 20,000 lbs.</p> <p>Bollers, steam, N. O. S.; same as Machinery, N. O. S.</p> <p>Cones, paper, nested, packed, C. L.. . . . .</p> <p>Cotton compresses, and parts thereof, min. wt. 20,000 lbs.. . . .</p> <p>Cotton and woolen mill machinery, C. L., min. wt. 20,000 lbs.. . . . .</p> <p>Elevator cars; same as Machinery, N. O. S.</p> <p>Fans, exhaust; see Blowers, rotary.</p> <p>Fuel economizers, C. L., min. wt. 24,000 lbs.. . . . .</p> <p>Gears and pinions for motors on street cars, min. wt. 20,000 lbs.. . . . .</p> <p>Generators, gas and gas machines, N. O. S., detachable parts K. D. and boxed, crated or wired together, min. wt. 20,000 lbs.. . . . .</p> <p>Generators, actylene gas, min. wt. 20,000 lbs.. . . . .</p>	<p>2</p> <p>6</p> <p>5</p> <p>6</p> <p>6</p> <p>6</p> <p>6</p> <p>6</p> <p>6</p> <p>5</p>
<p>Live stock, C. L., Special rates.</p> <p>Locomotives; see Railroad rolling stock equipment.</p>			

M	Class.	M	Class.
Granulators, tobacco, min. wt. 15,000 lbs. . . . .	3	shuttles, returned to be re-filled. . . . .	6
Mills, cotton seed oil, min. wt. 20,000 lbs. . . . .	6	Beams, packed. . . . .	4
Motors, electric; see Dynamos.		Bobbins, shuttles and spools, wooden, packed. . . . .	4
Pinions, street car; see Gears.		Cards, hand, packed. . . . .	1
Pumping; see Pumps and pump material.		Cones, paper, nested, packed, L. C. L. . . . .	3
Rolls, iron or corrugated, parts or grist mill machinery when returned for repairs, will be forwarded to repair point at full tariff rates, and will be returned over the same route, at one-half tariff rates when accompanied by freight bill showing the forwarding to repair point at full tariff rates. Such freight bill must be attached to way bill, and will be the authority for the use of half-rate returning, provided such return is made within sixty days from date of forwarding for repairs.		Same, C. L. . . . .	5
Sewing machines, min. wt. 20,000 lbs. . . . .	4	Cylinders, parts of cotton or woolen mill machinery, shipped separately therefrom, S. U., packed. . . . .	1
Street sweeping, min. wt. 20,000 lbs. . . . .	5	Looms. . . . .	1½
Well boring, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., min. wt. 20,000 lbs. . . . .	6	Rollers, iron and steel. . . . .	2
N. O. S., all kinds, boilers, engines or parts thereof, min. wt. 20,000 lbs. . . . .	6	Same, returned to be repaired or recovered, rating to apply in both directions	4
Machinery and machines, L. C. L., viz.: Blowers, rotary or exhaust fans, iron. . . . .	2	Tubes, paper, parallel (not nested), packed. . . . .	2
Blowers, steam, 30 feet and over in length. . . . .	1	Couplings and shafting. . . . .	5
Boilers, steam, under 30 feet in length. . . . .	3	Crushers, ore, stone and rock. . . . .	4
Bottling apparatus, for soda water or other effervescing liquids, fully boxed. . . . .	1½	Cutters, meat. . . . .	2
Brick machines. . . . .	4	Dusters, bran, S. U. . . . .	D1
Cotton compresses, and parts thereof. . . . .	3	Same, K. D., packed. . . . .	2
Cotton gins, feeders and condensers. . . . .	3	Elevator cars, passenger or freight, S. U. . . . .	D1
Cotton and woolen mill machinery, viz.: Beams, wooden, warp, cylinders, spools, bobbins and		Same, K. D. . . . .	3
		Engines, caloric, fire, portable or stationary. . . . .	3
		Extinguishers, fire, on wheels; see Extinguishers.	
		Fans, exhaust; see Blowers, rotary.	
		Fence machines. . . . .	3
		Flour dressers or bolting machines, S. U. . . . .	D1
		Same, K. D. . . . .	1
		Flues, boiler. . . . .	4
		Fuel economizers. . . . .	3
		Generators, gas, and gas machines, N. O. S., detachable parts, K. D., and boxed, crated or wired together. . . . .	2
		Generators, acetylene gas. . . . .	1
		Graders, road and road machines. . . . .	3
		Grain conveyors, iron tubes, in sections 12 feet long or less, loose, or in crates or bundles. . . . .	5
		Gauges, steam. . . . .	1
		Granulators, tobacco. . . . .	2
		Hangers. . . . .	5
		Hemp machines; see Agricultural implements.	
		Lap Sticks. . . . .	4
		Log loaders. . . . .	4
		Loom harness and reeds. . . . .	1
		Loom harness shafts or sticks; see Picker sticks.	
		Machines, automatic, slot, boxed. . . . .	1



M	Class.	M	Class.
Mills, viz.:		Boxed or crated (including	
Barilla bark.. . . .	4	parts thereof), S. U.. . . .	1
Burrstone, portable.....	3	Same, completely K. D.. . .	3
Cotton seed oil.. . . .	4	Crated, partly K. D. with head and box taken off and placed underneath between the legs or with the head folded into the body of the case.. . . .	2
Flour, roller.. . . .	2	Shaftings and couplings .. .	5
Rice, S. U.. . . .	1	Shingle machines.. . . .	2
Same, K. D., packed.. . . .	3	Smokestacks, N. O. S. (ship's option).. . . .	1½
Saw; see Machinery and machines, sawmills.		Smokestacks, cut in sections, side seams not closed, nested.. . . .	3
Motors, electric; see Dynamos.		Smut machines.. . . .	3
Mowing machines; see Agricultural implements.		Stave-sawing machinery.....	3
Picker sticks.. . . .	4	Steel gears and pinions for motors on street cars.. . .	3
Pillow blocks.. . . .	5	Street sweeping, S. U.. . . .	1
Presses, viz.:		Same, K. D. (brushes crated).. . . .	1
Cotton; see Agricultural implements.		Stump pullers, K. D.....	4
Printing, S. U.. . . .	D1	Tobacco screws and fixtures	4
Same, small and detachable parts removed and packed.. . . .	3	Turntables.. . . .	3
Propellers or propeller wheels	3	Washing machines.. . . .	2
Pulleys.. . . .	5	Wheels, water, turbine.. . .	3
Pulley and tackle blocks....	5	N. O. S.. . . .	3
Pulley wheels and blocks..	5	Madder.. . . .	3
Pumping; see Pumps and pump material.		Magazines, powder, iron; see Iron and steel articles.	
Purifiers, middlings.. . . .	D1	Magazines, powder, portable, empty, N. O. S.... . . .	1
Reaping machines; see Agricultural implements.		Magnesia, in boxes.. . . .	1
Rollers, sugar.. . . .	3	Same in sacks, kegs, barrels or casks.. . . .	3
Rolls, grinding and corrugated.. . . .	3	Magnesia, sulphate of; see Salts, epsom.	
Rolls, iron or corrugated parts of grist mill machinery, when returned for repairs, will be forwarded to repair point at full tariff rate and will be returned over the same route at one-half tariff rates, when accompanied by freight bill showing the forwarding to the repair point at full tariff rates. Such freight bill must be attached to way bill, and be the authority for the use of half-rate returning, provided such return is made within sixty days from the date of forwarding for repairs.		Magnesite, crude, viz.:	
Sawmill gearing and saws, boxed.. . . .	2	Packed, L. C. L.. . . .	4
Sawmills, carriages over 16 feet in length.. . . .	3	Packed or in bulk, C. L., min. wt. 30,000 lbs.. . . .	6
Sawmills, carriages, not over 16 feet in length.. . . .	4	Mail chutes; see Chutes, mail.	
Seamers, roofing, for shaping roofing tin.. . . .	3	Malt.. . . .	D
Sewing machines, viz.:		Malted milk; see Milk food.	
Not boxed.. . . .	3T1	Malt in boxes.. . . .	1
		Malt extract, in glass, packed; see Ale.	
		Malt, flake; same as Cerealine.	
		Malt sprouts or skimmings, in bbls. or sacks, L. C. L.. . .	6
		Same, C. L.. . . .	D
		Mandrels, iron or steel; see Iron and steel articles.	
		Manganese ingots or pigs....	2
		Manganese metal or bronze, packed.. . . .	2
		Mangers, iron; see Iron and steel articles.	
		Manhole covers; see Iron and steel articles.	

M	Class.	M	Class.
Manilla.. . . . .	3	Marking fluid; see Ink.	
Mantels, viz.:		Marl, green sand, in bbls., casks or bags; see Fertilizers.	
Iron; see Iron and steel articles.		Same, in bulk, not taken.	
Slate, packed.. . . . .	3	Matches, properly marked, and packed alone (ship's option), L. C. L.....	1
Wood, crated or boxed, L. C. L....	2	Matches, C. L. (ship's option)	3
Same, C. L., min. wt. 12,000 lbs.. . . . .	3	Match splints, packed in cases, L. C. L.. . . . .	3
Maps, boxed.. . . . .	1	Match splints, C. L.. . . . .	5
Marble and granite, viz.:		Mats and Matting, viz.:	
Blocks or slabs, marble, slate, granite or stone (including furniture marble), dressed, hammered, chiseled or polished, boxed or crated (other than tombstones or monuments, or parts thereof), value limited to 40 cents per cubic foot, L. C. L.. . . . .	4	Wire, iron, steel, rubber, grass, hair, hemp, jute or cocoa.. . . . .	2
Same, C. L., min. wt. 30,000 pounds.. . . . .	5	Oil press.. . . . .	1
Blocks or slabs, marble or granite, rough, quarried, sawed, sand-rubbed (or slushed), but not dressed, value limited to 20 cents per cubic foot, unpacked, or boxed, or crated, L. C. L.. . . . .	6	Oil press, old, shipped from oil mills.. . . . .	6
Same, C. L., min. wt. 30,000 lbs.. . . . .	A	N. O. S.. . . . .	1
Blocks or slabs, marble, slate, granite or stone (including furniture marble), dressed, hammered, chiseled or polished, N. O. S.. . . . .	D1	Mattocks; see iron and steel articles.	
Chips or cubes, rough or dressed, for inlaid or mosaic tiling, L. C. L.. . . . .	4	Mattresses; see Furniture.	
Same, C. L., min. wt. 30,000 lbs.. . . . .	A	Meal, viz.:	
Crushed granite, L. C. L....	6	Corn, in bbls., estimated wt. 200 lbs. per bbl.. . . . .	D
Same, C. L., min. wt. 30,000 pounds.. . . . .	A	Corn, in paper sacks, L. C. L.. . . . .	D
Dust, marble, L. C. L.....	6	Corn, N. O. S.. . . . .	D
Same, C. L., min. wt. 30,000 pounds.. . . . .	A	Cotton seed; see Fertilizers.	
Dust, stone, for street-paving purposes (not crushed stone or marble dust), C. L.; same rates as Cement, C. L.	A	Flax seed, L. C. L.. . . . .	3
Statuary, marble or granite; see Statuary.		Same, C. L.. . . . .	D
Tile, marble; see Tile.		Fossil in bags, L. C. L....	3
Tombstones and monuments; see Monuments.		Same, C. L.. . . . .	5
Marble or granite, all kinds, N. O. S.. . . . .	1	Gluten; see Glucose refuse.	
Marble, in boxes or casks..	3	Linseed.. . . . .	D
Mariners' compasses; see Instruments, nautical.		Oat; see Oat Meal.	
		Peanut.. . . . .	D
		Rice; see Rice meal.	
		Measures, iron or steel, not nested, L. C. L.. . . . .	1
		Same, nested, L. C. L.. . . . .	3
		Nested or not nested, C. L., min. wt. 20,000 lbs.. . . . .	4
		Same, in mixed C. L., with tinware, agateware, granite-ware, etc.; see Tinware.	
		Measures, wooden, L. C. L.. . . . .	3
		Same, C. L., min. wt. 12,000 lbs.. . . . .	5
		Meats, all shipments to be charged at actual weight, viz.:	
		NOTE.—The stopping in transit and partial unloading of carload shipments of fresh meat or other packing-house products is not permissible, and interested lines must not protect bills of lading making such guarantee.	
		Fresh, N. O. S. (including dressed poultry), prepaid, or guaranteed, L. C. L.. . . . .	2

M	Class.	M	Class.
Fresh, all kinds (including dressed poultry), C. L., min. wt. 24,000 lbs., viz.:		In sacks.. . . . .	B
To Southern Common and Basing points, 10 cents per 100 lbs. higher than class B.		In wood.. . . . .	B
To other points, including points in Carolina territory, 20 cents per 100 lbs. higher than class B. (See note.)		Beef, viz.:	
NOTE.—No freight charge will be made for transportation of ice or packing necessary to preserve, in transit, carload shipments of fresh or salt meat, and mixed carload shipments of fresh meat and packing-house products.		Canned, in boxes, L. C. L. . .	3
Salt, in bulk, C. L., min. weight 24,000 lbs. . . . .	B	Same, C. L. . . . .	B
NOTE.—Mixed carloads of salt meat, packed and in bulk, and of other articles in Class B, may be taken at the same rate as straight carloads of meat, salted in bulk. This does not in any way affect the classification of shipments of fresh meats in mixed carloads with cured meats.		Hams, packed.. . . .	B
		Salted, in bbls, half-bbls. and quarter-bbls . . . . .	B
		Smoked, including beef hams, in boxes or bbls.. . . .	B
		Dessicated meats.. . . .	3
		Hams; see Bacon.	
		Pigs' feet, in glass, packed..	2
		Pigs' feet, pickled, in wood..	B
		Pork, canned, in boxes, L. C. L. . . . .	3
		Same, C. L. . . . .	B
		Pork, salted, in bbls., half-bbls. and quarter-bbls. . . . .	B
		Sausage, fresh, prepaid or guaranteed.. . . .	2
		Sausage, smoked or canned, L. C. L. . . . .	3
		Same, C. L. . . . .	B
		Sausage casings, in bbls. or kegs.. . . .	3
		Tongues, smoked.. . . .	3
		Tongues, pickled, in bbls. or kegs . . . . .	4
		Tripe, L. C. L. . . . .	3
		Same, C. L. . . . .	B
		N. O. S., canned, in boxes, L. C. L. . . . .	2
		Same, C. L. . . . .	4
		Meats, cotton seed . . . . .	3
		Meat cutters; see Machinery and machines.	
		Meat racks; see Racks.	
		Medicines, viz.:	
		Patent . . . . .	1
		Drugs and medicines, N. O. S.	1
		Melodeons; see Musical instruments.	
		Melons, freight guaranteed (when shipped "to order notify," freight must be prepaid); Special rates.	
		Merry-go-rounds or riding galleries:	
		K. D., L. C. L. . . . .	1
		Same, C. L., min. wt. 20,000 lbs.. . . . .	3
		Meter boxes, water, made of cement, including iron covers, L. C. L. . . . .	3
		Same, C. L. . . . .	5
		Meter boxes, cast iron . . . .	5
		Meters, viz.:	
		Electric, boxed . . . . .	1
		Gas, boxed (not taken unless boxed).. . . .	1
		Water, boxed (not taken unless boxed).. . . .	2
		N. O. S. . . . .	D1

M	Class.	M	D1
Mica, viz.: Ground in bags ..... 4 Scrap, in bbls. or casks..... 5 N. O. S. .... 3T1		Monuments, gravestones and tombstones, viz.: Marble or granite, not boxed, freight prepaid at option of initial carrier.....	
Military accoutrements; see Accoutrements.		Marble or granite, lettered, or not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, prepaid or guaranteed, L. C. L. .... 4 Same, C. L. min. wt. 30,000 lbs. .... 5	
Military equipage; see Equipage.		Marble or granite, not lettered (cluding parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L. .... 4 Same, C. L., min. wt. 30,000 lbs. .... 5 Metal, value over \$300, taken only by special contract. Metal, packed, value limited to \$300.00, prepaid at option of initial carrier..... 1	
Milk, condensed, viz.: In boxes; see Canned goods.		Mops..... 1 Mortar stains, in kegs, half-barrels or casks.. .... 5	
In kegs, half-bbls. or bbls.,			
L. C. L. .... 3			
Same, C. L. .... 5			
In ten-gallon cans, not boxed.			
Milk food, N. O. S., packed.. 1			
Milk shakers, S. U., boxed .... 1			
Same, K. D., boxed ..... 2			
Mill cinder or scale..... 6			
Millboard, asbestos; see asbestos products.			
Millinery goods, N. O. S. (not feathers, plumes or stuffed birds)..... 1			
Mills, viz.: Barilla bark, cotton seed oil, flour (roller) and saw; see Machinery.		Moss and moss fibre, viz.: Peat; see Peat moss. Stable; same as Hay. N. O. S., in sacks..... 1 N. O. S., pressed in bales, L. C. L. .... 5 Same, C. L., min. wt. 20,000 lbs. .... D	
Cane, cob, corn, fanning, hominy, sorghum and sugar; see Agricultural implements.			
Coffee and paint, S. U. .... 2			
N. O. S. .... 2			
Millstones ..... 4			
Millstuff, bran, shorts and shipstuff .. . D			
Minced meat, in boxes, or in glass, or stoneware, packed.. . 2			
Same in cans, boxed, or in pails, kegs or barrels.. . 3			
Mineral pulp; see Pulp, mineral.			
Mirrors; see Glass and glassware.			
Models of marine vessels, boxed 3T1		Motes, cotton; see Cotton sweepings.	
Molasses, viz.:		Motors, electric; see Machinery and machines, N. O. S.	
		Motor trucks; see Trucks.	
		Moulder's Dust or sand; see Sand.	
		Moulder's flasks; see Flasks.	
		Moulding, viz.:	
		Wooden, finished, packed or in bbls. .... 2	
		Wooden, unfinished or in the white, loose or packed, L. C. L. .... 4	
		L. .... 6	
		Same, C. L. .... 1	
		N. O. S. ....	
		Moulds, viz.:	
		Bottle, iron; see Iron and steel articles.	
		Butter, wooden, in packages, packed in crates or boxes, L. C. L. .... 3	
		Same, C. L., min. wt. 12,000 lbs. .... 5	
NOTE.—Shipments of molasses in wood will be accepted at an estimated weight of 12½ lbs. per gallon, including package, the gallonage to be taken from the marks on the packages as stenciled by authorized gaugers.			
In glass or earthenware, packed, L. C. L. .... 2			
Same, C. L., or in mixed C. L. with molasses, in cans, boxed or jacketed, or in kegs, kits, bbls., half-bbls., or hogsheads.			
In tank 'cars, min. wt. 30,000 lbs. .... 5			
In mixed C. L. with preserves, etc.; see Preserves, fruit butter and jellies.			

M	Class.	N	Class.
Cigar, wooden, in boxes or racks.. . . .	3	Pecans, English walnuts, Brazil or cream nuts, unshelled, in sacks, bbls. or casks, L. C. L.. . . .	3
Ingot, iron; see Iron and steel articles.		Same, straight, C. L.. . . .	5
N. O. S., in packages, packed in crates or boxes.. . . .	3	Peanuts and chufas, shelled or unshelled, in sacks, boxes or barrels, L. C. L.. . . .	4
Mouse traps; see Traps.		Same, C. L.. . . .	6
Mowers; see Agricultural implements.		N. O. S., unshelled, in sacks or boxes.. . . .	2
Mucilage, packed.. . . .	2	Same in bbls. or casks.. . . .	2
Muraline and muresco; see Wall finish.		All kinds, shelled, in sacks, boxes, barrels or casks.. . . .	1
Musical instruments, viz.:		O	
Drums.. . . .	3Ti	Oakum.. . . .	3
Melodeons, organs (cabinet) or pianos, boxed, L. C. L.. . . .	1	Oars, boat, crated or in bbls., L. C. L.. . . .	3
Same, L. C. L., not boxed; not taken.		Same, C. L.. . . .	5
Same, boxed, wrapped or crated, C. L., min. wt. 8,000 lbs.. . . .	1	Oat meal, rolled oats or shredded oats, in sacks.. . . .	5
Organs, pipe, K. D., boxed.. . . .	1	Same, in boxes, barrels, kegs or drums.. . . .	6
Organ pipes, boxed.. . . .	1	Oatmeal refuse, for stock food..	D
N. O. S.. . . .	1	Oats, N. O. S.; see Grain.	
Muslins; see Dry goods.		Ochre, in barrels, sacks or casks, L. C. L.. . . .	5
N		Same, C. L., min. wt. 30,000 lbs.. . . .	6
Nails, viz.:		Oil, viz.:	
Brass or copper, packed, in boxes or in kegs.. . . .	2	Castor, viz.:	
Finishing, N. O. S.. . . .	2	In glass, packed.. . . .	1
Horse and mule shoes; see Iron and steel articles.		In cans, boxed, L. C. L.. . . .	2
Iron or steel; see Iron and steel articles.		In wood, L. C. L.. . . .	3
Naphtha; see Oil, coal.		In cans, boxed, or in wood, C. L.. . . .	5
Nautical instruments; see Instruments, nautical.		Coal or its products (ship's option), governed by the following rules, viz.:	
Netting, tennis and fish; packed or wrapped.. . . .	1	Oil, crude and fuel, crude naphtha, crude and refined petroleum, products of petroleum, such as lubricating oils, benzine, naphtha, gasoline and paraffine, when in barrels or cases, minimum C. L. weight 24,000 pounds. When in tank cars, minimum C. L. weight will be the full capacity of the tank, the contents of the tank to be computed at six and four-tenths pounds per gallon, subject to a minimum weight of 24,000 lbs. When in barrels or half barrels, C. L. or L. C. L. weight will be computed at 400 pounds per barrel, and 235 pounds per half barrel. When in square cans, completely cased, each can containing ten gallons, C. L. or L. C. L., at 80 lbs. per case.	
Nitre cake; see Cake, nitre.			
Nitro-glycerine; see Explosives.			
Notions.. . . .	1		
Nutmegs.. . . .	2		
Nuts, edible, viz.:			
Chestnuts, hickory nuts and black walnuts, in boxes, barrels or sacks, L. C. L.. . . .	4		
Same, straight or mixed, C. L.. . . .	6		
Cocoanuts, unshelled, packed or in sacks, L. C. L.. . . .	4		
Same, C. L.. . . .	6		

	Class.		Class.
Mixed carloads of oil in barrels or cases will be taken at authorized C. L. rates based on the foregoing weights. When less than aforesaid minimum carloads are shipped, L. C. L. rates will be charged. In no case, however, will less than a carload from one consignor to one consignee and destination on same day be charged more than for a full carload.		If there are no track scales at the junction points, weights must be ascertained at destination. By destination is meant the point where final delivery is effected or delivery is made to connecting lines at the gateways of the territory covered by this classification.	
Transportation Companies do not furnish tank cars. When they are furnished by shippers, Transportation Companies will pay three-fourths cent per mile run each way, and will return the empty tank to the point of shipment without charge.		Fifth—The minimum C. L. weight of Cotton seed oil in barrels will be 24,000 pounds.	
Shipments of above articles at rates authorized are entirely at owner's risk of leakage and loss or damage by fire.		In bbls., L. C. L. . . . .	4
Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities; and when shipments in tank cars are consigned to parties who have not such facilities the shipments will be returned to the shippers at their own risk and expense.		In bbls., C. L. . . . .	6
In cans, not boxed. . . . .	1	Cotton seed in tank cars, see	
In cans, boxed, L. C. L. . . . .	3		
Same, boxed, C. L. . . . .	4	NOTE.—Shipments of cotton seed oil, in tank cars, will be billed at shell capacity of tank, computed at 7½ lbs. per gallon; and settlement will be made at destination on basis of actual weights, subject to a minimum weight of 125 barrels, of 50 gallons each, at 7½ lbs. per gallon, unless shell capacity be less, in which case shell capacity at 7½ lbs. per gallon shall be charged for.	
In bbls., carrier's convenience, L. C. L. . . . .	3	In tank cars, C. L. . . . .	6
In bbls., C. L. . . . .	6	Creosote, in bbls., L. C. L. . . . .	4
In tank cars, C. L. . . . .	6	Creosote, in bbls., or tank cars C. L. . . . .	6
In iron casks or drums (coal or kerosene, naphtha, benzine and gasoline), actual weight, L. C. L. . . . .	3	Dead, of coal tar, in bbls., L. C. L. . . . .	4
Same, C. L. . . . .	6	Same, in bbls., or tank cars, C. L. . . . .	6
Cocoa, in original packages. . . . .	2	Kerosene; see Oil, coal.	
Cocoa, in bbls. . . . .	3	Lard and linseed, in bbls., L. C. L. . . . .	4
Cooking; see Lard compounds.		Lard and linseed, in bbls. or tank cars, C. L. (see Note.) . . . .	5
Corn; same as Oil, cotton seed.		NOTE.—The minimum C. L. weight of Linseed Oil, in tank cars, will be the shell capacity of the tank, computed at 7½ lbs. per gallon.	
Cotton seed, in bbls., governed by the following rules, viz.:		Lubricating, the product of coal oil; see Oil, coal.	
First—Inasmuch as the gross, tare and net weight of each barrel is plainly marked on the head of the barrel, when shipments are loaded at the mills, agents at shipping points will require shippers to load marked head up, ascertaining the gross weight from each barrel, and billing accordingly.		Miners', in glass or cans, packed. . . . .	2
Second—In cases where shippers fail to so load, agents will carefully weigh on track scales and bill at weight so ascertained.		Miners', in wood. . . . .	5
Third—When shipments are hauled to depots, the gross weight must be ascertained from each barrel.		Palm, crude, in wood. . . . .	4
Fourth—In cases where billing fails to show shipments have been weighed at point of origin or in transit, receiving lines must in all cases bill at weights ascertained in accordance with Rules 1 and 2.		Pine, pine tar and rosin, in bbls., L. C. L. . . . .	3
		Same, C. L. . . . .	6
		Same in tank cars, min. C. L. wt. capacity of tank, computed at 8 lbs. per gallon. . . . .	6
		Sassafras, in glass or cans, boxed. . . . .	D1
		Sassafras, in iron drums. . . . .	1
		Tanners', in wood. . . . .	4
		In jars, not packed, not taken.	
		Transil; see Coal oil.	
		N.O.S., in glass or cans, packed	1
		N. O. S., in bbls. . . . .	3
		Oil cabinets, and combined, crated, with pumps detached and crated. . . . .	1

O	Class.	O	Class.
<p>Oilcloth, viz.:  Floor, baled... ..  Floor, boxed, 16 ft. long or over  Floor, boxed, less than 16 feet  long... ..  Table, oil or enameled... ..  Not boxed or baled, not taken.  Oil press cloth, or matting; see  Mats.  Oil tank wagons; see Vehicles.  Oil well outfits; see Machinery,  well boring.  Oleomargarine; see Butterine.  Olives, viz.:  In glass, earthenware, packed,  L. C. L... ..  In kegs, bbls. or casks, L. C.  L... ..  In glass or earthenware, packed  or in wood, C. L... ..  In mixed C. L., with pickles,  vinegar, sauer kraut, mustard  (prepared), etc.; see Pickles.  Omnibuses; see Vehicles.  Onions; see Vegetables.  Onion sets; Onion rates.  Optical goods, N. O. S., consist-  ing of spectacles, eye glasses,  opera, field or marine glasses,  microscopes, hand telescopes,  and lenses therefor, boxed (see  Note)... ..  NOTE.—Telescopes and telescope lenses,  N. O. S., taken only by special agree-  ment.  Oranges; see Fruit, green.  Orange peeling; see Peeling.  Ordnance stores, N. O. S... ..  Ore, stone and rock crushers; see  Machinery and machines.  Ores, viz.: (see Note).</p>	<p>1 1 2 2 2 2 2 2 4 6 D1 1 5 6 5 6 6 6 5 6 4 A</p>	<p>Silver, value limited to \$20.00  per ton, and so expressed in  bill of lading, L. C. L... ..  Same, C. L., min. wt. 30,000 lbs.  Sulphur, in casks or barrels,  L. C. L... ..  Same, C. L., min. wt. 30,000  lbs... ..  Zinc, value limited to \$20.00  per ton, and so specified in  bill of lading, packed, L. C. L.  Same, packed or in bulk, C.  L., min. wt. 30,000 lbs... ..  Organs; see Musical instru-  ments.  Osnaburgs; see Dry goods.  Outfits, cobblers', consisting of  tools, nails, lasts and stands.  Outfits, graders' or contractors',  L. C. L... ..  Same, C. L., min. wt. 24,000 lbs.  Same, with live stock in same  car, C. L., min. wt. 24,000 lbs.  NOTE.—Attendants in charge of ship-  ments will pay full fare.  Outfits, Contractors', on their  own wheels; special rates.  Outfits, shooting gallery, K. D.,  L. C. L... ..  Same, C. L., min. wt. 20,000  lbs... ..  Ovens, N. O. S., viz.:  S. U... ..  S. U., crated... ..  K. D., boxed or crated... ..  Ox bows and yokes... ..  Oysters and clams, viz.:  In glass, packed... ..  In cans or kegs, L. C. L... ..  Same, C. L... ..  Shell, in sacks or bbls., L. C. L.  Shell, C. L... ..</p>	<p>5 6 5 6 5 6 5 1 3 D1 1 2 3 1 3 5 4 6</p>
<p>Actinolite, same as asbestos.  Chrome; see Paints.  Copper, L. C. L... ..  Same, C. L., min. wt. 30,000 lbs.  Gold, packed in barrels or  casks, value limited to \$20.00  per ton, L. C. L... ..  Same, C. L., min. wt. 30,000 lbs.  Iron, L. C. L... ..  Iron, C. L.; Special rates.  Iron, ground, in kegs or bbls..  Manganese, L. C. L... ..  Same, C. L., min. wt. 30,000 lbs.  Mica, value limited to \$50.00  per ton... ..  Purple (pyrites cinder or re-  fuse or dross)... ..</p>	<p>5 6 5 6 6 6 5 6 4 A</p>	<p>P  Packing, viz.:  Asbestos; see Asbestos pro-  ducts.  Hemp, Metallic or Rubber... ..  Packing drums, wooden; see  Drums.  Padlocks; see Locks.  Pads, sweat; see Saddlery.  Pails and dishes, paper, folded  or packed flat, in bundles, L.  C. L... ..  Same, C. L... ..  Pails and dishes, paper, nested  solid, in bundles, L. C. L... ..  Same, C. L... ..</p>	<p>3 5 3 5</p>

P	Class.	P	Class.
Pails, N. O. S.; see Tubs.		N. O. S., in crates, C. L. (see Note) . . . . .	5
Paintings, pictures and chromos, viz.:		NOTE.—Paper in bundles, partially protected by wooden boards or strips, or by cardboard or pulpboard sheets or strips, shall be charged for at the rating applying on paper in crates.	
Valuation over \$200 per box, taken only by special contract.		N. O. S., in bds. or rolls, L. C. L. . . . .	6
Valuation over \$50 and not over \$200 per box. . . . .	3T1	N. O. S., in bundles or rolls, C. L. . . . .	A
Valuation \$50 per box or less. . . . .	1	N. O. S., in small rolls, packed in barrels, L. C. L. . . . .	3
Paints, red and white lead and carrara, viz.:		Same, C. L. . . . .	5
In pails, or in tin cans, without jackets, unpacked, L. C. L. . . . .	1	Paper bags; see Bags.	
In tin cans, (jacketed), wooden buckets, or galvanized iron drums, unpacked, L. C. L. . . . .	2	Paper barrels; see Barrels.	
In cans, pails, buckets, or galvanized iron drums, boxed, crated or packed in bbls., L. C. L. . . . .	4	Paper bottle covers; see Covers.	
Bulk, liquid or dry, in kegs (wooden or pressed steel), kits, bbls. or casks, L. C. L. . . . .	4	Paper box blanks; see Boxes, empty, paper folding.	
Bulk, dry, in boxes, L. C. L. . . . .	5	Paper boxes; see Boxes.	
C. L., straight or mixed. . . . .	5	Paper cartridge shells; see Cartridge shells.	
Palmetto tannin. . . . .	5	Paper collars, packed. . . . .	1
Palmetto or palm leaves, viz.:		Paper confetti, packed or in sacks. . . . .	1
In bundles or boxes, L. C. L. . . . .	4	Paper dishes; see Pails.	
Pressed in bales, L. C. L. . . . .	5	Paper hangings, in boxes, crates or bundles. . . . .	2
In bundles, boxes, or pressed in bales, C. L., min. wt. 20,000 lbs. . . . .	D	Paper holders and cutters (for holding and cutting paper in rolls), in crates or boxes. . . . .	1
Paneling; see Woodwork.		Paper labels; see Labels.	
Panoramic outfit; see Scenery.		Paper pads or tablets, viz.:	
Pans, sheet iron or dripping; see Hollowware.		In cases. . . . .	2
		In crates or bundles, L. C. L. . . . .	3
		In crates or bundles, C. L. . . . .	5
		Paper pails; see Pails.	
		Paperware, N. O. S. . . . .	1
		Papier-mache, L. C. L., boxed.	1
		Papier-mache, C. L., min. wt. 20,000 lbs. . . . .	3
		Parachute and balloon outfit; see Balloon outfit.	
		Paris green; see Paints.	
		Paris white; see Paints.	
		Paste, carpet cleaning; see Washing compounds.	
		Paste, flour, in barrels. . . . .	4
		Paste, flour, in glass, cans or flexible tubes, packed, or in buckets or tubes. . . . .	2
		Paste, wall cleaning; see Compounds, wall cleaning.	
		Patterns, wood or metallic. . . . .	1½
		Paving blocks; see Blocks.	
		Paving composition, composed of sand and tar; Asphalt rates.	
		Peaches; see Fruit.	
		Peaches, powdered (tobacco flavoring), packed in cans or drums, value limited to 15 cts. per lb. . . . .	3
		Peach stones; see Seed.	



P	Class.	P	Class.
<p>Peanut cribble, flour, grits, bran and hulls, L. C. L..... 5</p> <p>Same, C. L. .... 6</p> <p>Peanuts; see Nuts.</p> <p>Pearl ash... .. 5</p> <p>Pears; see Fruit.</p> <p>Peas, viz.:</p> <p>  Dried, in boxes... .. 2</p> <p>  Dried or split, N. O. S., in bags or bbls., L. C. L. .... 4</p> <p>  Same, C. L. .... 5</p> <p>  Cow, in sacks or bbls., L. C. L. .... 5</p> <p>  Same, C. L. .... 6</p> <p>Peat or peat moss, in bags, bbls., or casks, L. C. L. .... 4</p> <p>  Same, C. L. .... A</p> <p>Peavies; see Cant hooks.</p> <p>Pebbles, grinding (used in Pulverizing mills); cement rates.</p> <p>Pecans; see Nuts.</p> <p>Peeling, orange and lemon, packed... .. 2</p> <p>Pegs, shoe, in bags... .. 1</p> <p>  Same, in bbls., or boxes.... 2</p> <p>Peltries; see Hides.</p> <p>Pencils, slate, boxed... .. 2</p> <p>Pepper and spices, in bags, boxes or barrels... .. 2</p> <p>Pepper sauce, in glass, packed; see Sauce.</p> <p>Perfumery... .. 1</p> <p>Petroleum; see Oil, coal.</p> <p>Petrolin or Petrolatum; see Vaseline.</p> <p>Phonographs and graphophones, boxed, S. U. .... D1</p> <p>  Same, K. D. .... 1</p> <p>Phosphate of lime; see Lime.</p> <p>Phosphate, sodium, in boxes... 1</p> <p>Phosphate, sodium, in kegs, bbls. or casks... .. 4</p> <p>Phosphated Beverages (not extracts), and fruit phosphates (not extracts), ready for use; See Water, aerated, carbonated and mineral.</p> <p>Phosphorus, in tins, hermetically sealed... .. D1</p> <p>Photographic material, N. O. S. .... 1½</p> <p>Pianos; see Musical instruments.</p> <p>Piano stools; see Furniture.</p> <p>Picker sticks; see Machinery.</p> <p>Pickers, cotton, raw hide... .. 2</p> <p>Pickers, leather, loom; see Machinery and machines, N. O. S.</p> <p>Pickles, viz.:</p> <p>  In glass, L. C. L. .... 2</p> <p>  In buckets or pails, L. C. L. .... 3</p> <p>  In kegs, bbls. or casks, L. C. L. .... 4</p> <p>  In glass, or in wood, straight or mixed, C. L. .... 6</p> <p>  In mixed C. L., with vinegar, sauerkraut, mustard (pre-</p>		<p>pared), horseradish, catsup, table sauces and olives, in glass or earthenware, packed or in wood... .. 6</p> <p>Picks; see Iron and steel articles.</p> <p>Picture backing, in packages... 4</p> <p>Picture frames; see Furniture.</p> <p>Pictures; see Paintings.</p> <p>Pigeons, clay; see Targets.</p> <p>Pigeon (clay) traps; see traps.</p> <p>Pig Iron; see Iron and steel articles.</p> <p>Pigs' feet; see Meats.</p> <p>Pillows and bolsters, feather.. D1</p> <p>Pillows and bolsters, N. O. S. ... 1½</p> <p>Pilots, locomotive... .. 1</p> <p>Pinions, street car; see Machinery.</p> <p>Pineapples; see Fruit, green.</p> <p>Pins, viz.:</p> <p>  Coupling, iron or steel; see Iron and steel articles.</p> <p>  Insulator; see Telegraph insulator pins.</p> <p>  Ten pins and balls; see Ten pins.</p> <p>  Tent; see Tent pins.</p> <p>  N. O. S., wooden; see Woodenware.</p> <p>Pipe, viz.:</p> <p>NOTE—Mixed carload shipments of earthen and Concrete Pipe or Tile, Fire Brick and Fire Clay, and Flue Linings, earthen, may be taken at the Class A rating.</p> <p>Copper, brass and metal, N. O. S., not boxed... .. 1</p> <p>  Same, boxed... .. 2</p> <p>Earthen and concrete (pipe or tile), L. C. L. .... 6</p> <p>  Same, C. L. .... A</p> <p>Heating furnace, galvanized iron or tin (not nested), crated or boxed... .. D1</p> <p>  Same (nested), crated or boxed... .. 2</p> <p>Iron; see Iron and steel articles.</p> <p>Lead, in rolls, or on reels, N. O. S., L. C. L. .... 4</p> <p>Lead, in boxes or casks, or on reels, enclosed with boards or slats, L. C. L. .... 5</p> <p>  Lead, C. L. .... 5</p> <p>Sheet iron, spiral; see Iron and steel articles.</p> <p>Stove and elbows, loose or wired in bbls., L. C. L. .... D1</p> <p>  Same, boxed or crated, L. C. L. .... 1½</p> <p>  Same, loose, wired in bundles, boxed or crated, C. L., min. wt. 2,000 lbs. .... 8</p>	

P	Class.	P	Class.
Stove, side seams not closed, nested, wired in bundles or crated, L. C. L.. . . . .	4	Plows and plow material; see Agricultural implements.	
Same, C. L.. . . . .	5	Plow iron, plow steel and iron plow parts, etc.; see Iron and steel articles.	
Tin, N. O. S. (not nested), crated or boxed.. . . . .	D1	Plugs, fire; see Iron and steel articles.	
Same (nested), crated or boxed.. . . . .	2	Plumbago, black lead or graphite (ship's option), in boxes, bbls. or sacks.. . . . .	4
Terra cotta, in boxes or crates, L. C. L.. . . . .	4	Plumbers' material, N. O. S., in boxes or casks.. . . . .	2
In casks, bbls. or tierces, L. C. L.. . . . .	5	Points, glaziers', zinc, in boxes.. . . . .	2
Loose, L. C. L.. . . . .	2	Same, in kegs or barrels.. . . . .	4
Packed or loose, C. L.. . . . .	6	Pokes, animal.. . . . .	1
Wooden, and bored logs, L. C. L.. . . . .	4		
Same, C. L.. . . . .	6	Poles, viz.: Bamboo, in bundles, L. C. L.. . . . .	D1
Pipe fittings; see Fittings.		Same, C. L., min. wt. 20,000 lbs.. . . . .	3
Pipe coverings, asbestos; see Asbestos products.		Curtain; see Furniture.	
Pipes, organ; see Musical instruments.		Fishing; see Fishing poles.	
Pipes, tobacco, in boxes.. . . . .	1	Hoop; see Barrel material.	
Pitch, viz.: In bbls. or casks, L. C. L.. . . . .	6	Pike; see Cant hooks.	
Same, C. L.. . . . .	A	Railway or electric light, iron; see Iron and steel articles.	
Plaids; see Dry goods.		Tent; see Tents.	
Planers; see Machinery and machines.		Telegraph or telephone, L. C. L.. . . . .	4
Planters; see Agricultural implements.		Same, C. L.. . . . .	6
Plants; see Trees and Shrubbery.		Vehicle; see Vehicle materials.	
Plaster, viz.: Calcined, L. C. L.. . . . .	6	Polishing powders and compounds; see Powders.	
Same, C. L.. . . . .	A	Polish, furniture, viz.: In glass or earthenware, packed.. . . . .	1
Cement, L. C. L.. . . . .	6	In cans, not boxed.. . . . .	1
Same, C. L.. . . . .	A	In cans, boxed.. . . . .	2
Land; see Fertilizers.		In kegs, barrels or casks.. . . . .	3
Plaster of Paris, L. C. L.. . . . .	6	Polish, metal, packed.. . . . .	3
Same, C. L.. . . . .	A	Polish, stove and shoe; see Blacking.	
Wall, N. O. S., L. C. L.. . . . .	6	Popcorn booths; see Booths.	
Same, C. L.. . . . .	A	Popped corn, plain or sugared; see Confectionery.	
Plaster boards, L. C. L.. . . . .	4	Porcelain ware.. . . . .	1
Same, C. L.. . . . .	6	Porch columns, wooden, L. C. L.. . . . .	4
Plaster castings.. . . . .	1	Same, C. L.. . . . .	6
Plated ware, silver (solid silverware not taken).. . . . .	D1	Porch supports, iron; see Iron and steel articles.	
Plated ware (not silver), and white ware, to be so described in bill of lading.. . . . .	1	Pork; see Meats.	
Plates, battery, lead, in crates, boxes or barrels, L. C. L.. . . . .	3	Porter; see Ale.	
Same, C. L.. . . . .	6	Post-hole diggers, L. C. L.. . . . .	3
Plates, bronze, in boxes.. . . . .	1	Same, C. L.. . . . .	5
Plates, engravers', boxed.. . . . .	1	Post office boxes; see Boxes.	
Plates, paper, packed, L. C. L.. . . . .	3	Posts, clay and iron combined, L. C. L.. . . . .	4
Plates, paper, C. L., min. wt. 12,000 lbs.. . . . .	5	Same, C. L.. . . . .	6
Plates, wooden; see Woodenware.		Posts, hitching, iron images or statues; see Iron and steel articles.	
Platforms, street car; see Vehicle materials and parts.		Posts, fence, iron; see Iron and steel articles.	

P	Class.	P	Class.
Posts, wooden, with cement bases, L. C. L.. . . . .	4	In mixed C. L.; with syrups, N. O. S.. . . . .	5
Same, C. L.. . . . .	6	Presses, viz.: Cider and cotton; see Agricultural implements.	
Potash, viz.: German, muriate, and sulphate, N. O. S., L. C. L.. . . .	5	Copying.. . . . .	2
Same, C. L.. . . . .	6	Hay; see Agricultural implements.	
German, muriate and sulphate, when shipped to fertilizer factories; see Fertilizers.		Printing; see Machinery and machines.	
N. O. S.. . . . .	5	Wooden barrel; see Barrel followers.	
Potato flour; see Flour.		Printed advertising matter, in boxes, crates or bundles, prepaid or guaranteed, L. C. L..	2
Potatoes; see Vegetables.		Same, C. L.. . . . .	4
Pots, glass-house, earthenware, used in glass manufactories for melting glass, L. C. L....	3	Printers' cases, stands and racks, S. U., L. C. L.. . . .	1 1/2
Same, C. L.. . . . .	6	Same, K. D., L. C. L.. . . .	2
Pots, watering.. . . . .	1	Same, S. U. or K. D., C. L..	4
Poultry, viz.: Dressed; see Meats.		Printers' rollers.. . . . .	1
Live, in coops or crates, L. C. L.. . . . .	1	Printers' roller composition..	2
Came, C. L.; same as Horses and mules, C. L., when live stock contract is executed.		Prints; see Dry goods.	
Powder, viz.: Baking and yeast, L. C. L.. . .	3	Prison work; see Iron and steel articles.	
Same, C. L.. . . . .	4	Projectiles, not loaded, L. C. L.	1
Bleaching; see Lime, chloride of.		Same, C. L.. . . . .	3
Cattle, horse or condition..	1	Props, clothes; see Clothes props.	
Explosive; see Explosives.		Protectors, tree, iron; see Iron and steel articles.	
Polishing.. . . . .	3	Pruners, tree; see Agricultural implements.	
Soap and washing; see Soap and washing powders.		Prunes, see Fruit.	
Stereotypers' backing, in packages.. . . . .	4	Pulley bushing, wooden.. . .	4
Powdered jelly; see Jelly.		Pulleys and pulley blocks and wheels; see Machinery and machines.	
Powers, dog and horse; see Agricultural implements.		Pulleys, Sash or Window, packed.. . . . .	2
Preservative, food; see Food preservative.		Pulp, mineral.. . . . .	5
Preserves, fruit juices, etc., viz.: Fruit juices and fountain syrups, viz.: In glass or earthenware, packed.. . . . .	1	Pulp, tomato, in kegs, barrels or casks, L. C. L.. . . . .	4
In wood, L. C. L.. . . . .	3	Same, C. L.. . . . .	6
Same, C. L.. . . . .	5	Pulp, wood (not pulp boards), in cases.. . . . .	2
In cans, boxed, L. C. L.. . . .	2	Same, in bundles or crates..	6
Same, C. L.. . . . .	4	Pulp boards, wood; see Paper.	
Fruit juices, N. O. S., in glass, boxed.. . . . .	1	Pumice stone.. . . . .	2
Same, in barrels or kegs.. . .	3	Pumps and pump material, viz.: Hand, endless chain or bucket pumps, L. C. L.. . . . .	3
Preserves, fruit butter and jellies, viz.: In glass or earthenware, packed, L. C. L.. . . . .	2	Same, detachable parts removed and crated or wired in bundles, L. C. L.. . . . .	4
In cans, packed, or in wood, L. C. L.. . . . .	3	Hand, endless chain or bucket pumps, C. L.. . . . .	5
In glass, earthenware, or cans, packed, or in wood, C. L.. . .	5	Iron, N. O. S.. . . . .	3
		Oil cabinet, crated.. . . . .	1
		Steam pumps, pumping engines and machinery, L. C. L.. . . . .	4
		Same, C. L.. . . . .	5

P	Class.	R	Class.
Wooden pumps and pump material, L. C. L. . . . . Same, C. L. . . . . Wooden tubing, L. C. L. . . . . Same, C. L. . . . . Purifiers; see Machinery and machines. Purple ore; see Ores.	4 5 4 6	Radiators or heaters, steam or water, L. C. L. . . . . Same, C. L. . . . .	3 5
Putty, viz.: In boxes. . . . . In tin cans or pails, unpacked In wooden buckets or in galvanized iron drums, unpacked. . . . . In cans, pails, buckets, or galvanized iron drums, boxed, securely crated, or packed in barrels. . . . . In kegs, kits, bbls. or casks.. Pyrites; see Fertilizers. Pyrites cinder or refuse or dross. . . . .	2 1 2 4 5 A	Rags, viz.: In sacks or crates. . . . . In barrels or hogsheads. . . . . Pressed, in bales. . . . . Rail benders; see Iron and steel articles. Railing, iron; see Iron and steel articles. Railroad car trucks; see Iron and steel articles. Railroad rolling stock equipment (not including street or tramway cars, for which see Vehicles), viz.: Car bolsters, iron or steel; see Iron and steel articles. Car bolsters, wooden, L. C. L. Same, C. L. . . . . Cars, hand, lever or crank, for railway use, viz.: S. U., L. C. L. . . . . S. U., C. L., minimum weight 20,000 pounds. . . . . K. D., L. C. L. . . . . K. D., C. L. . . . . Cars, loaded on flat or gondola cars, L. C. L. . . . . Same, C. L. . . . . Cars and locomotives, standard gauge, on their own wheels, subject to the following rules:	3 4 A 4 6 1 5 2 6 1 6
Q		BASIS FOR CALCULATION OF FREIGHT.	
Quicksilver, in iron flasks. . . Quills or plumes in bales or pkgs. . . . . Quilts and comforts; see Dry goods. Quilting frames, K. D., in bundles. . . . . Quoins, printers', wooden. . . .	1 D1 2 4	Mileage rates between points governed by this Classification will be computed upon the basis of the shortest all-rail standard gauge mileage, by usual routes of transportation, plus actual arbitraries, subject to a minimum distance of 75 miles, and governed by the mileage shown in the "Official Guide."	
R		PASSING ATTENDANTS IN CHARGE.	
Racks, viz.: Barrel (racks and stands), portable, in bundles or crates, L. C. L. . . . . Same, C. L. . . . . Bicycles; see Bicycle stands or racks. Bottle (racks or coverings), wooden, completely K. D. and packed in boxes or bbls., L. C. L. . . . . Same, C. L. . . . . Hat; see Furniture. Hay, iron; see Iron and steel articles (mangers). Meat, in bbls, bxs. or crates, S. U. . . . . Same, K. D. . . . . Meat, returned; see Boxes, empty, returned. Music; see Furniture.	2 4 3 5 1½ 3	Attendants in charge of new coaches will not be passed free, but must pay full fare. Attendants in charge of locomotives, other than dead locomotives, may be passed free, but must pay full fare returning. Locomotives, dead, must be accompanied by an attendant, who will be passed free and will be returned free over the same line. Parlor, sleeping and dining cars. 12c. per mile Coaches, baggage, mail and express cars. . . . . 10c. per mile	

R	Class.	R	Class.
<p>Box, cab, stock and tank cars... 6c. per mile</p> <p>Coal, gondola and dump cars... 5c. per mile</p> <p>Flat cars... 4c. per mile</p> <p>When two or more standard-gauge flat cars are offered for shipment, and one or more are loaded on another on its own wheels, the rate will be 3c. per mile for each car so loaded, and 4c. per mile for the car on its own wheels.</p>		<p>Ranges; see Stoves.</p> <p>Range boilers; see Boilers.</p> <p>Rasps; see Files.</p> <p>Rattan, packed or in bales, L. C. L... 1</p> <p>Same, C. L., min. wt. 20,000 lbs... 3</p> <p>Rat traps; see Traps.</p> <p>Reapers; see Agricultural implements.</p> <p>Red lead; see Lead.</p> <p>Reeds, willow or cane, packed or in bales, L. C. L... 1</p> <p>Same, C. L., min. wt. 20,000 lbs... 3</p>	
<p>Locomotives and tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot (carrier's option)... 25c per mile</p>		<p>Reels, viz.: Cable, empty, L. C. L... 3 Same, C. L., min. wt. 15,000 lbs... 5</p> <p>Hose (fire extinguishers); see Vehicles.</p> <p>Hose, garden and lawn, viz.: S. U., L. C. L... D1 K. D., packed, L. C. L... 1 K. D. or S. U., C. L... 4</p>	
<p>Locomotives and tenders, dead, connecting rods properly detached and in place, parts to be taken off and boxed (carrier's option) 30 cents per mile.</p>		<p>Reflectors (not looking-glasses or mirrors), packed... 1</p> <p>Refrigerators; see Furniture.</p> <p>Re-gins; see Cotton re-gins and linters.</p> <p>Registers, cash, and railway fare registers; see Cash registers.</p> <p>Registers, warm air; see Radiators.</p>	
<p>Locomotives and tenders, loaded wholly on flat cars, to be loaded and unloaded by owners or at their expense, 25 cents per mile for each car used, according to length, subject to the percentage (increases as shown in Rule 24 (c) and subject to a minimum distance of 75 miles) provided that this does not make the charge greater than on Machinery, N. O. S., C. L., of equal weight, if loaded on the same car or cars. (See note).</p>		<p>Replacers, car; see Iron and steel articles.</p> <p>Retorts, viz.: Clay, L. C. L... 6 Clay, C. L.; same rates as brick, fire, C. L. Copper... 2 Iron; see Iron and steel articles. Soda fountain... 3</p>	
<p>NOTE—Small or detachable parts, such as injectors, lubricators and other brasses, shall be packed and shipped separately in box cars, free of charge, in order to avoid loss en route; billing for the parts to show reference to the billing for the locomotives.</p>		<p>Rice, viz.: Crystal or prepared, L. C. L.; see Food preparations, cereal. Crystal or prepared, C. L., in sacks or bulk, for brewing purposes, shipped direct to breweries... D Rough... D Cleaned, in sacks, boxes, kegs or barrels... 6</p>	
<p>Railways, cash; see cash railways.</p>		<p>Rice bran and chaff... D</p>	
<p>Railways, miniature, K. D., L. C. L... 1 Same, C. L., min. wt. 20,000 lbs... 3</p>		<p>Rice flakes; Oatmeal rates. Rice flour and meal, in sacks... C Rice polish... D</p>	
<p>Raisins; see Fruit, dried.</p> <p>Rakes; see Agricultural implements.</p>		<p>Riddles; see Sieves. Ridge poles, slate; see Slate. Ridge roll; see Gutters and Gut- tering.</p>	

R	Class.	R	Class.
Riding galleries; see Merry-go-rounds.		Iron; see iron and steel articles.	
Rimlocks; see Locks.		Paper; see Paper.	
Rims; see Vehicle materials.		Slate, packed, L. C. L. . . . .	6
Rivets, iron; see Iron and steel articles.		Slate, C. L.; Special rates.	
Road machines and graders; see Machinery and machines.		Tin, in rolls; see Tin roofing.	
Roasters, viz.:		Tile; see Pipe.	
Coffee or peanut, S. U. . . . .	D1	Root, angelica, in bbls. or boxes	1
Same, taken apart and crated	1	Root, licorice; see Licorice.	
Cotton seed . . . . .	1	Roots and herbs, viz.:	
Robes, buffalo . . . . .	D1	Value limited to 6 cents per	
		lb., L. C. L. . . . .	4
		Same, C. L. . . . .	6
		N. O. S. . . . .	3
Rock, viz.:		Rope, viz.:	
Asbestos; see Asbestos rock.		Cotton, L. C. L. . . . .	4
Bituminous, in bbls. or casks,		Same, C. L. . . . .	5
L. C. L. . . . .	6	Hair . . . . .	1
Bituminous, C. L.; Cement		Scrap, in bundles or bales . . .	6
rates.		Wire, L. C. L. . . . .	4
Rock, ore and stone crushers;		Same, C. L. . . . .	5
see Machinery and machines.		N. O. S., L. C. L. . . . .	3
Rods, viz.:		N. O. S., C. L. . . . .	5
Curtain; see Furniture.		Rope ladders; see Ladders.	
Fishing; see Fishing rods.		Rosin in bbls., L. C. L. . . . .	5
Lightning; see Lightning rods.		Rosin in bbls. or casks, C. L. . .	6
Wagon box; see Vehicle		Rubber, crude . . . . .	3
materials.		Rubber belting; see Belting.	
Rollers, viz.:		Rubber car springs; see Springs.	
Cloth, packed or in bundles . .	2	Rubber clothing; see Clothing.	
Cotton mill, iron and steel;		Rubber fruit jar rings, in boxes	1
see Machinery.		Same, in kegs, bbls. or casks . .	2
Field and road; see Agricul-		Rubber hose; see Hose.	
tural implements.		Rubber packing; see Packing.	
Printers'; see Printers' roll-		Rubber scrap, old, in bales or	
ers.		crates . . . . .	6
Sugar; see Machinery and		Rubber tires; see Tires.	
machines.		Rubber goods, N. O. S. . . . .	1
Wooden, N. O. S., L. C. L. . .	3	Rugs, N. O. S. . . . .	1
Same, C. L. . . . .	5	Running gears; see Vehicle	
Rolls, grinding and corrugated;		materials.	
see Machinery and machines.		Runways and switches for pack-	
Roof coating, asbestos; see		ing houses (including travel-	
Paints.		ing pulleys or trolleys), in	
Roof coating, liquid; see Ce-		boxes . . . . .	2
ment.		Same, in bundles . . . . .	3
Roofing, viz.:		Rustic work, viz.:	
Asbestos; see Asbestos pro-		Not boxed or crated . . . . .	D1
ducts.		Crated . . . . .	1
Asphalt slag; L. C. L. . . . .	3	Entirely boxed . . . . .	2
Same, C. L. . . . .	5	Rye; see Grain.	
Cement, L. C. L. . . . .	5		
Same, C. L., min. wt. 30,000			
lbs. . . . .	6		
Cement roofing or sheathing;			
same as Roofing, cement.			
Felt, in bundles or rolls, L. C.			
L. . . . .	6		
Same, C. L. . . . .	A		
Felt, in crates or bundles, par-			
tially protected by boards or			
strips, L. C. L. . . . .	3		
Same, C. L. . . . .	5		

## S

Sacks; see Bags.	
Saddlery, viz.:	
Collars, horse . . . . .	2
Hames, in bundles, slatted,	
boxes, crates or bbls., L.	
C. L. . . . .	3

S	Class.	S	Class.
Hames, loose or in bundles, slatted, boxes, crates or bbls., C. L. . . . .	5	Samples, Cotton factory; see Cotton factory product samples.	
Hardware; see Hardware, saddlery.		Sand, viz.:	
Harness, in bundles. . . . .	1	Monazite, value limited to \$20 per ton, L. C. L. . . . .	4
Same, in boxes. . . . .	2	Same, C. L. . . . .	6
Hooks, backband, wire (part of harness) packed in boxes or bundles. . . . .	2	Moulding. . . . .	5
Hooks, backhand, iron; see Iron and steel articles.		N. O. S., in bbls., L. C. L. . . . .	6
Saddles, not boxed. . . . .	1	Same in packages or in bulk, C. L.; Special rates.	
Same, boxed. . . . .	2	Sardines; see Fish.	
Saddletrees, not boxed. . . . .	1	Sash and skylight frames, wooden; see Blinds, doors, frames and sash, wooden.	
Same, boxed. . . . .	2	Sash weights, lead. . . . .	5
Stirrups, wooden, in bbls. or crates. . . . .	2	Sash weights, iron; see Iron and steel articles.	
Sweat pads, L. C. L. . . . .	2	Sauces, table, viz.:	
Same, C. L., min. wt. 16,000 lbs. . . . .	3	In glass or earthenware, packed, L. C. L. . . . .	2
N. O. S. . . . .	2	In kegs or bbls., L. C. L. . . . .	3
Sadlrons; see Iron and steel articles.		In glass or earthenware, packed, or in wood, C. L. . . . .	6
Safes, iron; see Iron and steel articles.		In mixed C. L., with Pickles, Vinegar, Sauerkraut, Mustard (prepared), etc.; see pickles.	
Safes, meat, pantry, kitchen or cheese; see Furniture.		Sauerkraut, in kegs, bbls. or half-bbls., L. C. L. . . . .	4
Saggers, ore (flitches or fletches); same as Pots, clay.		Same, C. L. . . . .	6
Sago, in bags, boxes or bbls. . . . .	3	Sauerkraut, in mixed C. L. with pickles, vinegar, mustard, (prepared), horseradish, etc.; see Pickles.	
Sago, flour, in bags. . . . .	5	Sausage and sausage casings; see Meats.	
Same, in other packages. . . . .	3	Saw bucks, wooden, in bbls. . . . .	3
Sails. . . . .	1	Same, K. D., in crates or boxes. . . . .	5
St. John's bread; see Beans.		Sawdust, in bbls. or sacks. . . . .	6
Sal ammoniac, in jars, packed or in boxes. . . . .	1	Saw mills; see Machinery and machines.	
Same, in barrels, kegs or bags. . . . .	2	Saw plates, unfinished and without teeth cut therein. . . . .	4
Saleratus, in sacks, boxes, barrels or kegs. . . . .	5	Saws, viz.:	
Salt, viz.:		Buck, in bundles. . . . .	1
In boxes. . . . .	4	Same, in crates or boxes. . . . .	2
In sacks or bbls., L. C. L. . . . .	6	Circular, with frames. . . . .	1½
Same, C. L.; Special rates.		Circular, on boards. . . . .	1
Salt cake, see Cake.		Drag. . . . .	1
Salt peter, in boxes, L. C. L. . . . .	1	Drag, with horse power. . . . .	3
Same, in kegs or bbls., L. C. L. . . . .	4	N. O. S., loose. . . . .	1½
Same, in boxes, kegs or bbls., C. L. . . . .	6	N. O. S., on boards. . . . .	1
Salts, viz.:		N. O. S., boxed. . . . .	2
Bleaching, in boxes. . . . .	1	Scale board; see Board, scale.	
Bleaching, in kegs, barrels, casks or metal drums, L. C. L. . . . .	4	Scales—automatic weighing machines; see Machinery and machines.	
Same, C. L. . . . .	6		
Epsom, in bbls. or casks, L. C. L. . . . .	4		
Same, in boxes, L. C. L. . . . .	1		
Epsom, C. L. . . . .	6		
Glauber; see Soda, sulphate of.			
Samp; see Hominy.		Scales and scale beams, viz.:	
		Manufactured wholly of iron, K. D., in bundles or boxes. . . . .	3





S	Class.	S	Class.
Sheep dip, liquid or powdered, in packages...	3	Shovels, N. O. S.; see Agricultural implements.	
Sheeting; see Dry goods.		Show cards; see Signs.	
Shellac; see Gum.		Show or display cases and cabinets, viz.:	
Shellers; see Agricultural implements.		Glazed or unglazed, boxed (not taken unless boxed), S. U.,	
Shells, viz.:		L. C. L.....	D1
Bomb, old; see Iron castings.		Same, K. D., crated or boxed, L. C. L.....	1½
Conch or fancy, in boxes ..	1	S. U., or K. D., C. L., min. wt.	
N. O. S., in bbls., kegs or sacks, L. C. L..	5	10,000 lbs. ....	1
N. O. S., C. L..	A	Shrubby; see Trees.	
Oyster, C. L., when consigned to fertilizer factories; see Fertilizers.		Shucks; see Husks.	
Sea, prepaid, L. C. L..	1	Shutters, iron; see Iron and steel articles.	
Same, C. L..	5	Shuttle blocks; see Blocks.	
Shelves, brick drying; see Brick drying shelves.		Shuttles; see Machinery. cotton and woolen.	
Shingle bands, iron; see Iron and steel articles.		Sideboards; see Furniture.	
Shingles, viz.:		Siding, steel, stamped in imitation of brick; see Iron and steel articles.	
Metallic, boxed, L. C. L..	4	Sieves, sifters or riddles, viz.:	
Same, C. L..	6	Loose, L. C. L..	D1
Wooden, L. C. L..	4	In bbls. or crates, L. C. L..	1
Same, C. L..	6	In boxes, L. C. L..	2
Shipstuff; see Millstuff.		C. L., min. wt. 12,000 lbs..	4
Shirtings; see Dry goods.		In mixed C. L. with tinware, agateware, graniteware, etc.; see Tinware.	
Shirts ..	1	Signs, viz.:	
Shoddy, viz.:		Card, metallic or wood, boxed, prepaid..	2
In bags or sacks..	2	Glass; see Glass and glassware.	
In crates..	3	Trade, not glass, prepaid..	2
In bales..	4	Sillex, in bbls..	6
Shoe findings; see Findings.		Silicates, peroxides of, in bbls ..	5
Shoe lasts; see Lasts.		Silk, raw and silk yarn, viz.:	
Shoe pegs; see Pegs.		Value not specified, taken only by special contract.	
Shoe polish; see Polish.		Value specified greater than \$1 per lb. and less than \$5 per pound..	3T1
Shoe polishing blocks; see Blocks.		Value limited to \$1 per lb..	D1
Shoes; see Boots.		Silverware, plated; see Plated ware.	
Shoes, horse, mule and ox; see Iron and steel articles.		Silverware, solid, not taken.	
Shooks; see Barrel material.		Singletrees; see Vehicle materials.	
Shorts; see Millstuff.		Sinks, iron; see Iron and steel articles.	
Shot, bullets and granulated steel, viz.:		Sinks, soapstone..	3
In bags..	2	Sizing for factories....	5
In boxes, strapped..	3	Skeins, vehicle; see Iron and steel articles.	
In double sacks, kegs, barrels, half-barrels, quarter-barrels or drums..	5	Skelp iron; see Iron and steel articles.	
Shovels, fire, in bbls. or bbls...	3	Skewers, butchers', wooden..	3
Shovels, stove, in mixed C. L. with tinware, agateware, graniteware, etc., see Tinware.		Skins; see Hides.	
Shovels, steam, on their own wheels (actual weight of car, trucks and contents to be charged for, and actual weight to be charged for on parts or attachments loaded on separate cars), min. wt. 20,000 lbs. for each car used..	6	Slag, ground; see Fertilizers.	
		Slag, N. O. S., packed, L. C. L.	6
		Same, packed or in bulk, C. L.; Cement rates.	

S	Class.	S	Class.
Slashene, in barrels; see Paste in barrels.		Caustic, in tin cans, boxed..	4
Slashene, N. O. S.; see Washing compounds.		Caustic, in wooden barrels....	4
Slate billiard table beds..	1½	Hyposulphite of, in boxes....	1
Slate blackboards; see Blackboards.		Hyposulphite of, in bbls. or casks, L. C. L..	4
Slate cisterns, packed..	3	Same, C. L..	6
Slate, curbing, fencing, flagging or paving, L. C. L..	5	Nitrate of, in boxes..	1
Same, C. L., min. wt. 30,000 pounds..	6	Nitrate of, in sacks, bbls. or kegs, L. C. L..	4
Slate lintels, window sills, copings, stairways and ridge-poles, L. C. L..	4	Nitrate of, C. L.; see Fertilizers, C. L.	
Same, C. L., min. wt. 30,000 lbs..	5	Silicate of, in bbls., kegs or drums..	6
Slate, ground, in bags; same as Roofing slate.		Same, in tank cars, C. L., min. wt. 30,000 lbs.; same rates as Fertilizers.	
Slate pencils; see Pencils.		Soda ash, in sacks, bbls. or casks, L. C. L..	6
Slate mantels; see Mantels.		Same, C. L., min. wt. 30,000 pounds..	A
Slate roofing; see Roofing.		N. O. S..	3
Slates, school, L. C. L..	3	Sal soda or carbonate of soda, in sacks, boxes, bbls. or kegs.	6
Same, C. L..	5	Sulphate of, or Glauber salts, in boxes..	1
Slats, viz.: Bed; see Furniture. Trunk; see Trunk slats.		Sulphate of, or Glauber salts, in barrels, sacks or casks, L. C. L..	4
Sledges; see Iron and steel articles.		Same, C. L..	6
Sleds, log; see Vehicles.		N. O. S., packed..	4
Sleighs; see Vehicles.		Soda fountains; see Fountains.	
Smalts, painters', in boxes..	2	Soda fountain retorts; see Retorts.	
Same, in kegs or bbls..	4	Sofas; see Furniture.	
Smokestacks (shipper's option); see Machinery.		Softener, cotton and wool.....	5
Snaths; see Agricultural imp.		Solder..	4
Snuff, viz.: In jars, not packed....	D1	Soldering flux; see Flux.	
N. O. S..	2	Soluble blue..	1
Soap, viz.: Castile and toilet..	4	Sorghum; Molasses rates.	
Laundry, in boxes or barrels and so indicated on packages.	6	Snades; see Agricultural implements.	
Liquid; see Washing and scouring compounds.		Spaghetti; see Macaroni.	
Soap chips; same as Soap.		Spark arresters..	D1
Soap frames, S. U..	1	Specimens, mineral, in the rough, boxed, prepaid..	4
K. D..	4	Spelter, in slabs or casks, L. C. L..	5
Soap and washing powders..	6	Same, C. L., min. wt. 30,000 lbs.	6
Soap softener, liquid, in bbls..	4	Spices; see Pepper.	
Soapstone, viz.: Crude, in bbls. or casks, value limited to \$10.00 per ton; Cement rates.		Spiegel iron; see Iron and steel articles.	
Ground, in bbls. or kegs, value limited to \$20.00 per ton, L. C. L..	5	Spikes; see Iron and steel articles.	
Same, C. L..	6	Spindle boxes; see Boxes, empty.	
Soapstone foot warmers and griddles..	5	Splate; see Barium, chloride of.	
Soda, viz.: Bicarbonate of, in sacks, boxes, bbls., kegs or casks..	5	Splices; see Iron and steel articles.	
Caustic, in iron casks or drums	6	Splints, broom; see Broom splints.	
		Splints (cane), packed or in bales, L. C. L..	1
		Same, C. L., min. wt. 20,000 lbs.	3
		Spokes; see Vehicle materials.	
		Sponges..	D1



S	Class.	S	Class.
<p>Stoves and ranges, viz.:  Alcohol, gas, gasoline, oil, vapor, boxed or crated, L. C. L... ..  Same, boxed or crated or loose, C. L., min. wt. 16,000 lbs... ..  Sheet iron, L. C. L... ..  Same, C. L., min. wt. 20,000 lbs... ..  Stoves and ranges, N. O. S., cast iron, sheet steel or with cast iron bases and tops, stove plates, stove furniture and stove hollowware not enameled, agate or granite ware (not including stove pipe and stove pipe elbows), loose or packed, shipped with stoves, L. C. L... ..  Same, C. L., min. wt. 20,000 lbs... ..  Hollowware and other stove furniture, shipped separately from stoves; see Hollowware.  Straw; see Hay.  Straw boards; see Paper.  Straw bottle covers; see Covers.  Straw braid, for the manufacture of straw hats, in bales... ..  Same, in cases... ..  Straw goods... ..  Street sprinklers; see Vehicles.  Stretchers, artists'; see Artists' stretchers.  Stretchers, fence, packed or in bundles... ..  Stripes, domestic; see Dry goods.  Stucco and cement work, combination and plastic or stereo-relief work (for interior decoration), in bundles, boxes or crates, L. C. L... ..  Same, C. L., min. wt. 20,000 lbs... ..  Stucco powder, L. C. L... ..  Same, C. L... ..  Stuffing for hoofs, see Hoof stuffing.  Stump pullers; see Machinery and machines.  Sublimate of lead; see Lead.  Sugar, viz.:  In cartons or sacks, packed in boxes... ..  In bbls., hhd. or double sacks... ..  In single sacks... ..  Icing or flavored icing, in boxes or pails; see Confectionery.  Maple; see Confectionery.</p>	<p>1 4 1 5 3 5 2 1 1 3 2 3 6 A 5 5 4</p>	<p>NOTE—Commodity rates published herein on Sugar in barrels will also apply when in hogheads, double sacks or in cartons or sacks packed in boxes.  Sugar cane, prepaid... ..  Sugar rollers; see Machinery and machines.  Sulkies; see Vehicles.  Sulphate of alumina; see Alumina, sulphate of.  Sulphates; see Ammonia, iron, potash and soda.  Sulphur; see Brimstone.  Sulphur, ore; see Ores.  Sulphuric ether; see Ether.  Sumac, viz.:  Ground in bags or bbls., L. C. L... ..  Same, C. L., min. wt. 20,000 lbs. Leaf, packed, or pressed in bales, L. C. L... ..  Same, C. L... ..  Sumac, extract, dry, in boxes... ..  Sumac, extract, liquid, in barrels or casks... ..  Surgical instruments; boxed... ..  Swage blocks; see Iron and steel articles.  Sweat pads; see Saddlery.  Sweepings, cotton; see Cotton sweepings.  Sweepings, woolen mill... ..  Swings, wooden, L. C. L... ..  Same, C. L., min. wt. 20,000 lbs.  Switches and switch chairs; see Iron and steel articles.  Syrup coloring; see Coloring.  Syrups, viz.:  Coca cola, wine of coca, and other soda fountain syrups; see Preserves.  Corn; Molasses rates.  N. O. S., molasses rates.    <b>T</b>  Tables; see Furniture.  Tackle, fishing; see Fishing tackle.  Tacks, iron; see Iron and steel articles.  Tacks, N. O. S... ..  Tags, iron or tin, in boxes... ..  Same, in kegs or barrels... ..  Tags, paper, packed... ..  Tails, cattle... ..  Talc... ..  Tallow, in bbls. or casks... ..  Same, N. O. S... ..  Tamarinds, in boxes or kegs... ..  Tankage, for fertilizer purposes, C. L.; see Fertilizers, C. L.</p>	<p>6 4 5 2 4 1 5 D1 6 2 5 3 2 5 4 6 3 2</p>

T	Class.	T	Class.
Tank material, wooden, unpacked, L. C. L.....	6	Telephone supplies, mixed shipments of, consisting of sal ammoniac, pencil zincs, blue stone, machine bolts, hand axes, pliers, connectors, screw drivers, linemen's spurs, screws, iron pole steps, porous cups, small spools of wire, pointed tacks or staples..	1
Same, C. L., min. wt. 30,000 lbs.	A	Telephones, boxed..	1
Tanks, viz.:		Ten pins and ten pin balls, crated or boxed..	2
Galvanized iron, S. U..	1	Tents and tent poles..	2
Same, K. D..	2	Tent pins, L. C. L..	2
Iron or steel, N. O. S., L. C. L.	3	Same, C. L..	6
Same, C. L..	5	Terne plate; same as Tin plate.	
Oil, cellar or store, viz.:		Terra cotta, viz.:	
Empty, loaded in box cars...	D1	Architectural, in boxes or crates, L. C. L..	4
Empty, requiring flat or gondola cars, min. wt. 4,000 lbs. each..	D1	Architectural, in casks, bbls. or tierces, L. C. L..	5
Empty, with pump, hood and measure inside of can, boxed or crated..	D1	C. L..	6
Oil tank wagons; see Vehicles.		N. O. S., packed..	3
Oil tanks and cabinets, combined; see Oil Cabinets.		Terra japonica..	3
Water, cast iron, enameled, to be used as water coolers and refrigerators..	1	Tete-a-tetes; see Furniture.	
Water closet; see Water closet tanks.		Theatrical paraphernalia; see Scenery.	
Wooden, capable of being loaded in box cars, boxed or crated, S. U., L. C. L.....	2	Thread, ball sewing, product of cotton factories..	4
Wooden, N. O. S., S. U., L. C. L..	D1	Thread, N. O. S..	1
Wooden, S. U., C. L., min. wt. 10,000 lbs..	5	Threshers; see Agricultural implements.	
Wooden, K. D., L. C. L.....	6	Ticking; see Dry goods.	
Wooden, K. D., C. L., min. wt. 30,000 lbs..	A	Tie buckles, cotton; see Buckles.	
N. O. S..	3T1	Tierces; see Barrels, empty.	
Tapioca, in bags, boxes or bbls.	3	Ties, cotton; see Cotton ties.	
Tar, viz.:		Ties, hay band iron..	A
In barrels or casks, L. C. L..	6	Ties or bands, wire balling, in lengths of 10 feet or less, in bundles..	A
Same, C. L.....	A	Tile, viz.:	
Same, in cans, boxed or crated, L. C. L.....	4	Drain and roofing; see Pipe.	
Same, C. L..	5	Fire, for lining..	4
Targets, sportsmen's, flying, in bbls. or boxes, L. C. L..	3	Floor or facing, marble, sand rubbed (or slushed), but not polished..	6
Same, C. L.....	5	Floor or facing, marble, polished, packed, L. C. L..	4
Tea..	1	Same, loose or packed, C. L., min. wt. 30,000 lbs..	5
Teazles..	D1	Hollow fireproof, C. L.; min. wt. 30,000 lbs..	A
Teazle cloth; see Dry goods.		Tiling, sidewalk, concrete or cement, L. C. L..	6
Teddors, horse; see Agricultural implements.		Same, C. L., min. wt. 30,000 lbs.	A
Telegraph cross-arms, with insulator pins or brackets affixed.....	6	Sidewalk, combined iron and glass, L. C. L..	3
Same, without insulator pins or brackets, L. C. L..	6	Same, C. L., min. wt. 30,000 lbs.	5
Same, without insulator pins or brackets, C. L., min. wt. 30,000 lbs.; Lumber rates.		Tin, viz.:	
Telegraph cross-arm braces; see Iron and steel articles.		In shape, for manufacture of cans, nested, solid packed....	4
Telegraph insulator pins or brackets, L. C. L..	4	Pig, block or slab..	2
Same, C. L..	6	Scrap, in boxes..	2



T	Class.	T	Class.
Tracks, portable, railway, iron, wood, or iron and wood combined; see Iron and steel articles.		Tricycles; see Vehicles. Tripe; see Meats.	
Traps, viz.:		Tripoli... ..	4
Animal, iron or steel; see Iron and steel articles.		Trolleys, for packing houses; see Runways and switches.	
Clay pigeon or glass ball, in bundles, crates or boxes... ..	1	Troughs, eave, galvanized iron; see Gutters and guttering.	
Fly, not nested... ..	D1	Wooden, eave; see Conductors.	
Fly, nested and boxed... ..	2	Steel watering; see Iron and steel articles.	
Mouse and rat... ..	1	Trucks, viz.:	
Sewer gas or grease, viz.: Iron; see Iron and steel articles.		Car; see Iron and steel articles.	
Lead, loose... ..	3	Dry kiln, L. C. L... ..	4
Lead, in barrels or boxes... ..	4	Same, C. L., min. wt. 24,000 lbs... ..	6
Traveling bags; see Bags.		Electric motor, L. C. L... ..	3
Trays, brick; see Brick trays.		Same, C. L... ..	5
Trays, gas, wooden, in packages, L. C. L... ..	2	Warehouse and factory, L. C. L... ..	3
Same, C. L... ..	4	Same, C. L... ..	6
Trays, N. O. S., wooden; see Woodenware.		Trunk clamps, metal, in boxes... ..	3
Treenails... ..	6	Trunk covering, iron or tin, boxed, L. C. L... ..	3
Tree protectors, iron; see Iron and steel articles.		Same, C. L... ..	4
Tree protectors, for wrapping fruit and shade trees, made of canvas and wood, K. D., flat, in bundles, L. C. L... ..	3	Trunk slats, wooden, in bundles or crates, L. C. L... ..	4
Same, C. L., min. wt. 20,000 lbs... ..	5	Same, C. L... ..	6
Trees and shrubbery, viz.:		Trunks, viz.:	
Baled, prepaid or guaranteed, L. C. L... ..	1	Containing personal effects, corded or wrapped... ..	D1
Same, value limited to three cents per pound... ..	2	Containing personal effects, corded or wrapped, value limited to \$5 per 100 lbs... ..	1
Boxed, prepaid or guaranteed, L. C. L... ..	2	Empty or containing merchandise (not personal effects), corded or wrapped... ..	1
Same, value limited to three cents per pound... ..	4	Containing merchandise or personal effects, not corded or wrapped; not taken.	
In bales, boxes or in bulk, owner's risk of loss or damage by heating, freezing or improper packing, and to be loaded and unloaded by owners, prepaid or guaranteed, straight or mixed, C. L., minimum weight 20,000 pounds..	4	Packing, nested... ..	1
Same, value limited to three cents per pound... ..	6	Sample, empty... ..	1
Evergreens, for decorating purposes, prepaid or guaranteed, in bales, boxes, barrels or crates, L. C. L... ..	1	Sample, or other kinds, when containing samples, should take the classification provided for trunks filled with merchandise.	
Same, C. L., min. wt. 12,000 lbs... ..	3	N. O. S... ..	D1
Plants, strawberry, in baskets without overt handles... ..	1	Tubes, viz.:	
Plants, N. O. S., in bales... ..	D1	For shipping gas, acids or liquids; see Drums.	
In covered baskets... ..	D1	Paper, for winding yarn thereon, boxed; see Cotton and woolen mill machinery.	
In boxes or crates... ..	1	Speaking, boxed... ..	3
		Tubing, iron; see Iron and steel articles.	
		Tubs, viz.:	
		Bath, all kinds, L. C. L... ..	1
		Bath, cast iron, C. L... ..	4
		Bath, N. O. S., C. L., min. wt. 16,000 lbs... ..	3

T	Class.	T	Class.
Cast iron bath tubs, lavatories or wash stands; water closet hoppers, cisterns or tanks, and sinks, without fittings, packed, mixed, C. L. . . . . Dredge, ore and coal dumping, iron or steel, L. C. L. . . . . Same, C. L. . . . . Fibre; same as Wooden tubs. Galvanized iron, not nested, L. C. L. . . . . Same, nested, L. C. L. . . . . Nested or not nested, C. L., min. wt. 20,000 lbs. . . . . Laundry, cast iron, legs off. Tubs and buckets, galvanized iron, mixed C. L., min. wt. 20,000 lbs. . . . . Tubs and buckets, galvanized iron, in mixed C. L. with tinware, agateware, granite-ware, etc.; see Tinware. Soapstone. . . . . Wooden (metal lined); same as Galvanized iron tubs. Wooden, N. O. S.; see Wooden-ware.	4 3 6 1 3 4 3 4 4 3	wt. 24,000 lbs., may be accepted at sixth class rating. Cotton, L. C. L. . . . . Same, C. L. . . . . Paper, L. C. L. . . . . Same, C. L. . . . . N. O. S., L. C. L. . . . . N. O. S., C. L. . . . . Type, boxed. . . . . Type, old, in boxes, bbls. or kegs. Type metal, in pigs. . . . . Typewriters, boxed. . . . .	4 5 4 5 3 5 2 3 3 1
Tumblers; see Glass and glass-ware. Tumbler washers; see Washers. Turf, grass, in bundles or crates, L. C. L. . . . . Same, C. L. . . . . Turnips; see Vegetables. Turn-buckles; see Iron and steel articles. Turntables; see Machinery and machines. Turpentine, crude, in bbls., L. C. L. . . . . Same, in bbls., casks or tank cars, C. L. . . . . Turpentine, spirits of, viz.: NOTE.—Actual weight obtained at shipping point must be charged for on shipments in cans, barrels or casks; or if no scales at shipping point, necessitating use of estimated weights, shipments must be weighed at nearest scale point and manifests corrected, if necessary. On shipments in tank cars, weights will be assessed on the shell capacity of tank multiplied by seven pounds to the gallon. In cans, boxed. . . . . In bbls., L. C. L. . . . . In bbls., casks or tank cars, C. L. . . . . Tupyteres. . . . . Twine, viz.: Binder's, packed in bales, L. C. L. . . . . Same, C. L. . . . . NOTE.—Mixed carloads of Binder's Twine and Harvest Machinery, min.	6 A 5 6 5 6 2 3 6 2 3 3 2 5	Ultramarine blue, in boxes. . . . Same, in barrels or casks. . . . Umbrellas, boxed. . . . . Undertakers' supplies and instruments, N. O. S., packed. Urns, iron; see Iron and steel articles. V Valises; see Bags, traveling. Valves, iron, loose, N. O. S., L. C. L. . . . . Same, C. L. . . . . Same, C. L. . . . . Valves, iron, with brass lining, not packed. . . . . Valves, metal, N. O. S., boxed. Valves, metal, N. O. S., in bbls., kegs or casks. . . . . Varnish, viz.: In cans, not boxed. . . . . In cans, boxed. . . . . In bbls., casks or kegs. . . . . Vaseline, in glass or cans, packed. . . . . Vaseline, in wood. . . . . Vats, wooden; same as Tanks, wooden. Vaults and vault work; see Iron and steel articles. Vegetables, desiccated. . . . . Vegetables, in cans; see Canned goods. Vegetables, not canned or desiccated, viz.: NOTE.—If shippers of vegetables, in carloads, furnish stoves and fuel to prevent freezing in cold weather, one attendant must accompany each shipment of one or more cars, and must pay full fare. Stoves returned will be charged for at tariff rates. Beets, cabbage, carrots, onions, potatoes and turnips, packed or in sacks, L. C. L. . . . .	2 4 1 1 1 3 5 3 2 3 3 1 2 1 2 4 4 6



V	Class.	V	Class.
Same, packed or in sacks, or in bulk, straight or mixed, C. L., (see note) . . . . .	6	Carriages, buggies and trotting wagons, viz.:	
NOTE.—Mixed carloads of Apples, Pears, Beets, Cabbage, Carrots, Onions, Potatoes and Turnips shall be charged at the carload rate applying on the highest rated article contained in the car.		NOTE.—Less than carload shipments of carriages, buggies, trotting wagons, and road, village or pleasure carts, K. D., will not be taken unless boxed or crated.	
N. O. S., packed, prepaid or guaranteed . . . . .	3	S. U., L. C. L. . . . .	3T1
Velvet beans; see Beans.		K. D., boxed or well crated, packages exceeding 50 inches in height, L. C. L. . . . .	D1
Vehicles, viz.:		K. D., boxed or well crated, package exceeding 30 inches, but not exceeding 50 inches in height, L. C. L. . . . .	1½
Automobiles, locomobiles, or other self-propelled vehicles, viz.:		K. D., boxed or well crated, package not exceeding 30 inches in height, L. C. L. . . . .	1
S. U., L. C. L. . . . .	3T1	Boxed or well crated, C. L., min. wt. 8,000 lbs. . . . .	2
K. D., boxed or well crated, L. C. L. . . . .	D1	Loose, C. L., min. wt. 10,000 lbs. . . . .	2
S. U. or K. D., C. L., min. wt. 10,000 lbs. . . . .	1	Carriages, wagons, and carts, children's, viz.:	
Barrows, furnace charging, viz.:		S. U., not boxed or crated, L. C. L. . . . .	3T1
S. U., L. C. L. . . . .	3	S. U., boxed or crated, L. C. L. . . . .	D1
Wheels and removable iron parts detached, L. C. L. . . . .	4	With wheels, detached, body and wheels crated, L. C. L. . . . .	1½
S. U. or K. D., C. L. . . . .	6	K. D., flat in boxes, bundles or crates, L. C. L. . . . .	1
Bicycles, tricycles or velocipedes, viz.:		S. U., or K. D., packed or not packed, C. L., min. wt. 15,000 pounds. . . . .	3
Crated or boxed (not taken unless crated or boxed), L. C. L. . . . .	1½	Carts, viz.:	
Same, C. L., min. wt. 20,000 lbs. . . . .	3	Barrel, wheels and shafts detached and crated, L. C. L. . . . .	4
Velocipedes, railroad. . . . .	1	Same, C. L. . . . .	6
Brick trucks and clay carts, manufactured of iron and wood, for use on portable railway tracks, viz.:		Clay, for use on portable railways; see Brick trucks.	
S. U., L. C. L. . . . .	4	Farm and lumber; see Wagons.	
Smaller parts, boxed, L. C. L. . . . .	5	Hand or push, S. U., L. C. L. . . . .	D1
S. U. or K. D., C. L. . . . .	6	Hand or push, K. D., in packages, L. C. L. . . . .	1
Cars, viz.:		Hand or push, S. U., or K. D., C. L., min. wt. 20,000 lbs. . . . .	5
Cane, coke or mining, S. U., L. C. L. . . . .	4	Road, village or pleasure; same as Carriages, buggies, and trotting wagons.	
Same, smaller parts boxed, L. C. L. . . . .	5	Drays; same as Wagons, farm.	
Same, S. U. or K. D., C. L. . . . .	6	Fire extinguishers on wheels (not steam fire engines, hose reels, etc.); see Extinguishers.	
Logging, S. U., L. C. L. . . . .	4	Gigs and sulkies; same as Carriages, buggies and trotting wagons.	
Logging, K. D., L. C. L. . . . .	5	Hearses, L. C. L. . . . .	3T1
Logging, S. U., C. L. . . . .	6	Same, C. L., min. wt. 10,000 lbs.	1
Logging, K. D., C. L.; same as car trucks—see iron and steel articles.		Hose reels, N. O. S., and hook and ladder trucks, L. C. L., min. wt. 4,000 lbs. each. . . . .	D1
Slag or cinder (cinder pots), L. C. L. . . . .	4	Same, C. L., min. wt. 20,000 lbs. . . . .	5
Same, C. L. . . . .	6		
Street or tramway (operated either by steam, cable, horse or electric power), L. C. L., min. wt. 4,000 lbs. . . . .	D1		
Same, C. L., min. wt. 20,000 lbs. . . . .	5		

V	Class.	V	Class.
Hose reels or hose carts, two-wheeled, K. D., boxed or crated, L. C. L. . . . .	D1	Backs, buggy and carriage, packed. . . . .	1
Same, C. L., min. wt. 20,000 lbs. . . . .	5	Bicycle, tricycle or velocipede parts, N. O. S., in packages. . . . .	1
Oil tank wagons, S. U., min. wt. 4,000 lbs. each. . . . .	D1	Bodies, finished, carriage, buggy, trotting wagon, wagon or sleigh; same as Carriages, buggies, trotting wagons, wagons and sleighs, respectively. . . . .	
Same, with wheels and tongue or shafts detached, actual wt. Omnibuses, L. C. L. . . . .	D1	Bodies, in the white, L. C. L. . . . .	2
Omnibuses, C. L., min. wt. 10,000 pounds. . . . .	1	Same, C. L., min. wt. 12,000 lbs. . . . .	4
Sleds, log; see Wagons, farm. Sleighs; same as carriages, buggies and trotting wagons. . . . .		Bows, doubletrees, felloes, hubs, rims, shafts, single-trees, spokes and whiffletrees, N. O. S., finished, L. C. L. . . . .	2
Stage coaches, L. C. L., min. wt. 4,000 lbs. each. . . . .	D1	Same, C. L. . . . .	5
Same, C. L., min. wt. 20,000 lbs. Street sprinkling wagons, L. C. L., min. wt. 4,000 lbs. each. . . . .	5	Same, in the white, L. C. L. . . . .	4
Same, C. L., min. wt. 20,000 lbs. Velocipede, bicycle or tricycle parts; see Vehicle materials. . . . .	D1	Same, in the white, C. L. . . . .	6
Wagons, garbage or ash, S. U., L. C. L. . . . .	5	Bows, doubletrees, felloes, hubs, rims, shafts, single-trees, spokes and whiffletrees, N. O. S., in the rough, L. C. L. . . . .	5
Same, wheels and poles, or shafts, detached, L. C. L. . . . .	1½	Same, C. L. . . . .	6
Same, C. L., min. wt. 20,000 lbs. . . . .	3	Boxes and skeins, iron; see Iron and steel articles. . . . .	
Wagons or wagonettes, N. O. S.; same as Carriages, buggies and trotting wagons. . . . .	5	Brakes and ratchets for farm wagons; see Wagons, farm, parts of. . . . .	
Same as Carriages, buggies, ging and mining. . . . .		Brakes and ratchets, vehicle (except for farm wagons); see Iron and steel articles. . . . .	
Wagons and carts, farm or lumber, viz.: . . . . .		Breast yokes, N. O. S. . . . .	3
NOTE—The classification of "Wagons and carts, farm or lumber," is intended only to apply on rough, cheap, farm or lumber wagons and carts, with or without springs, and is not intended for buggies or varnished pleasure or business wagons, for which provision is made in the foregoing. . . . .		Cushions, buggy and carriage, packed. . . . .	1
S. U., L. C. L. . . . .	1½	Dashers, boxed or crated. . . . .	1
Taken apart and thoroughly K. D., L. C. L. . . . .	4	Fenders, buggy and carriage, packed. . . . .	1
S. U., or K. D., C. L., min. wt. 20,000 lbs. . . . .	6	Fifth wheels, loose, or in bundles, or boxes. . . . .	2
Vehicle materials and parts of vehicles (see note), viz.: . . . . .		Same, in kegs, barrels or casks. . . . .	5
NOTE—Unless otherwise specified, the ratings shown in the following list on wooden Vehicle Materials or Parts of Vehicles, will apply on shipments finished or in the white. . . . .		Doubletrees; see Bows. . . . .	
Axles, wagon, wooden, L. C. L. . . . .	1½	Felloes; see Bows. . . . .	
Same, C. L. . . . .	4	Hubs; see Bows. . . . .	
Axles, iron or steel; see Iron and steel articles. . . . .	6	Neck yokes, N. O. S. . . . .	3
Awnings and aprons, wagon, not leather, K. D. flat. . . . .	2	Platform gears, in the white. . . . .	1
		Poles, N. O. S. . . . .	1
		Rims; see Bows. . . . .	
		Running gears, finished, S. U. Same, K. D., boxed or crated, package not exceeding 30 inches in height. . . . .	D1
		Running gears, in the white, S. U. . . . .	1
		Same, K. D., package not exceeding 30 inches in height. . . . .	1½
		Seats, carriage, buggy and wagon, N. O. S. . . . .	1
		Shafts; see Bows. . . . .	2
		Singletrees; see Bows. . . . .	

V	Class.	V	Class.
Skeins and boxes, iron; see Iron and Steel Articles— Boxes and Skeins.		Veneering, manufactured of poplar, pine or other soft woods and to be used as wrapping or packing material to prevent chafing or damage to shipments, L. C. L. . . . .	4
Spokes; see Bows.		Same, (to points governed by Southern Classification), C. L.; Lumber rates.	
Springs, vehicle; see Iron and Steel Articles.		Veneering, N. O. S., not boxed..	D1
Street car platforms, with or without fronts attached..	2	Same, boxed..	1
Tires, vehicle; see Iron and steel articles.		Ventilators, galvanized iron; see Iron and steel articles.	
Tongues; see Poles.		Vermicelli; see Macaroni.	
Tops, carriage and buggy, viz.:		Vinegar, prepaid or guaranteed, viz.:	
S. U., boxed or erated..	3T1	In glass, packed..	2
K. D., flat, folded or wrapped..	D1	In wood..	6
K. D., flat, boxed or crated.	1½	In tank cars, C. L., min. wt. capacity of tank..	6
Vehicle parts, wood (not wagon parts), N. O. S., K. D., in crates or bundles, L. C. L.	3	In mixed C. L. with pickles, sauerkraut, mustard (prepared), horse radish, etc.; see Pickles.	
Same, C. L..	5	Vinegar shaving or chips, in bags..	5
Vehicle parts, iron or steel, N. O. S., in boxes..	2	Vises, iron; see Iron and steel articles.	
Same, in kegs, barrels or casks..	4	Vitriol, blue; see Bluestone.	
Wagons, farm, parts of, finished, viz.:		Vitriol, oil of, in carboys, boxed, ship's option, L. C. L..	2
Bed bottoms, ends and sides.		Same, C. L..	4
Bolsters.		Vitriol, oil of, iron drums, L. C. L..	5
Box rods.		Same, C. L..	6
Brakes and ratchets.		Vitriol, N. O. S.; see Zinc, sulphate of.	
Breast or neckyokes.			
Coupling poles or reaches.			
Doubletrees.			
Feed boxes.			
Front or hind gear.			
Hounds.			
Seat springs.			
Seats, with or without springs.			
Shafts.			
Singletrees or whiffetrees.			
Tongues or poles.			
Wagon irons, packed.			
Wheels, iron or wooden.			
L. C. L..	4	Wadding, cotton ..	1
Same, C. L..	6	Wagon jacks; see Jack screws.	
Wagon parts, wood, N. O. S., K. D., in crates or bundles, L. C. L..	4	Wagons; see Vehicles.	
Same, C. L..	6	Wainscoting; see Woodwork.	
		Wall cases; see Furniture.	
		Wall coping, vitrified; see Pipe, earthen and concrete.	
Wheels, N. O. S., in crates or bds., L. C. L..	2	Wall finish, N. O. S., in kegs, bbls. or boxes..	6
Same, without tires, C. L., min. wt. 12,000 lbs..	4	Walnuts; see Nuts.	
Same, with tires, C. L., min. wt. 20,000 lbs..	5	Wardrobes; see Furniture.	
		Warp; see Dry goods.	
		Washboards, wooden; see Wood- enware.	
Velocipedes; see Vehicles.		Washboards, made of wood or earthenware combined, L. C. L..	3
Veneering, or lumber backing (manufactured of basswood, birch, California redwood, elm, gum, laurel, oak, poplar or Spanish cedar), unfinished, in bundles or crates..	4	Same, C. L., min. wt. 12,000 lbs.	5
		Washboards, made of wood and glass combined, L. C. L..	3
		Same, C. L., min. wt. 12,000 lbs..	5

W	Class.	W	Class.
Washers, iron; see Iron and steel articles.		Wax figures; see Images.	
Washers, lead in boxes.. . . .	3	Weatherstrips, in bdl.. . . .	1
Washers, tumbler, boxed.. . . .	1	Same, in boxes.. . . .	2
Washing or scouring compounds (not soap powders).....	4	Webbing, backband; see Dry goods.	
Washing crystals.. . . .	4	Webbing, cotton; see Dry goods.	
Washing fluid, in carboys, boxed.. . . .	1	Wedges; see Iron and steel articles.	
Same, in glass, packed .....	1	Weighing machines; see Machinery and machines.	
Washing powders; see Soap and washing powders.		Weights, folding bed; see Iron and steel articles.	
Washstands; see Furniture.		Well curbing.. . . .	2
Waste, viz.:		Whalebone.....	1
Cotton, manufactured.. . . .	5	Wheat, N. O. S.; see Grain.	
Cotton (refuse); see Cotton sweepings.		Wheat, cracked, viz.:	
Jute, or mixed jute and woolen refuse or tailings, in sacks.	2	In sacks.. . . .	5
Same, in crates.. . . .	3	In boxes, bbls., kegs or drums.	6
Same, pressed in bales.. . . .	A	Wheelbarrows, viz.:	
Water, viz.:		Iron or wooden, S. U., L. C. L.	1
Aerated, carbonated and mineral waters, in glass or earthenware, packed, L. C. L.. . .	4	Iron or wooden, legs and wheels detached and packed separately, or fastened to barrows, L. C. L.. . . .	2
Same, C. L.. . . .	6	Iron or wooden legs, wheels and hoppers detached, and hoppers nested, L. C. L....	3
In wood.. . . .	6	Iron or wooden, C. L., min. wt. 20,000 lbs.. . . .	6
In glass or earthenware, packed, or in wood, mixed, C. L.. . . .	6	Wheel flanges; see Iron and steel articles.	
NOTE.—Mixed carload shipments of ginger ale, beer tonic, aerated, carbonated and mineral waters may be taken at the class E rating.		Wheels, viz.:	
Phosphated beverages (not extracts) and fruit phosphates (not extracts), ready for use; same as Mineral Water.		Agricultural implement, iron; see Agricultural implements.	
Water closets, iron; see Iron and steel articles.		Car; see Iron and steel articles.	
Water closet cisterns, iron; see Iron and steel articles.		Pulley; see Machinery and machines.	
Water closet tanks and seats, iron or wood, crated or boxed..	3	Vehicle; see Vehicle materials.	
Water coolers and filters; see Filters.		Water; see Machinery and machines.	
Water cranes; see Cranes, water.		Well; see Iron and steel articles.	
Water gates, iron; see Iron and steel articles.		Wheelbarrow, iron or wood, L. C. L.. . . .	4
Water meter boxes; see Meter boxes, water.		Same, C. L.. . . .	6
Wax, viz.:		Whetstones, sand, packed.. . .	2
Beeswax.. . . .	1	Whips.. . . .	1
Japan, L. C. L.. . . .	3	Whiskey; see Liquors.	
Same, C. L.. . . .	5	White lead; see Lead, white.	
Mineral, L. C. L.. . . .	3	Whiting, viz.:	
Same, C. L.. . . .	5	In boxes.. . . .	3
Paraffin, L. C. L.. . . .	3	N. O. S.. . . .	5
Same, C. L.. . . .	5	Wicking; see Dry goods.	
N. O. S.. . . .	1	Willow reeds; see Reeds.	
Wax comb foundation; same as Bee comb foundation.		Willowware.. . . .	D1
Wax extractors, crated.... . .	1	Willowware baskets; see Baskets.	
		Windlasses, iron; see Iron and steel articles.	

W	Class.	W	Class.
Windmills, K. D., in bundles or boxes, L. C. L. . . . .	3	Wire netting, of one inch mesh or greater, in rolls; same as Fencing, woven wire.	
Same, C. L. . . . .	5	Wire rope; see Rope.	
Windmill towers, iron, steel or wood, K. D., or materials for (described as such), cut to dimensions or fitted, L. C. L. . . . .	3	Wire screens; see Screens.	
Same, C. L. . . . .	5	Wire springs; see Springs.	
Window casings; see Woodwork.		Wire stay guards for fence wire; same as Wire.	
Window shade cloth and holland; see Dry goods.		Wire baling bands or ties; see Ties.	
Window shades and rollers; see Shades.		Wire work, table, toilet and household articles, boxed or crated . . . . .	1
Window sills, slate; see Slate.		Wire work, racks, stands, vases, signs or figures, boxed or crated . . . . .	D1
Wine; see Liquors, alcoholic.		Same, K. D., flat, boxed or crated . . . . .	1
Wire, viz.:		Wire goods, N. O. S., boxed or crated . . . . .	1½
NOTE.—All sizes of iron or steel wire shipped in coils or on reels will be considered as wire and classified accordingly, but when shipped in straight lengths, not coiled or on reels, same will not be considered wire when over three-sixteenths of an inch in diameter.		Witch hazel extract, in glass, packed . . . . .	1
Aluminum, L. C. L. . . . .	2	Same, in wood . . . . .	3
Same, C. L. . . . .	4	Wood, viz.:	
Copper and insulated, L. C. L. . . . .	3	Cedar, in shape for lead pencils, packed, L. C. L. . . . .	3
Same, C. L., min. wt. 30,000 lbs. . . . .	4	Same, C. L. . . . .	5
Iron or steel, in bundles or coils, or on reels, L. C. L. . . . .	6	Dye; see Dyewood.	
Same, C. L.; see Special iron.		Veneered, built up or compound, in bundles, crates or boxes, L. C. L. . . . .	3
Iron or steel, packed in kegs, bbls. or casks, L. C. L. . . . .	5	Veneered, built up or compound, C. L., min. wt. 30,000 lbs. . . . .	5
Same, C. L., min. wt. 30,000 lbs. . . . .	6	Wood filler and wood preservative; same ratings as Paints.	
N. O. S., L. C. L. . . . .	1	Wooden blocks, butchers'; see Blocks.	
Same, C. L., min. wt. 30,000 lbs. . . . .	2		
Wire baling bands or ties; see Ties.		Woodenware, viz.:	
Wire barrel hoops, in bdl.; see Wire, in bdl.		Buckets, pails or firkins, L. C. L. . . . .	3
Wire cable; see Rope.		Same, C. L., min. wt. 15,000 lbs. . . . .	5
Wire cloth, in boxes, casks, crates or rolls, L. C. L. . . . .	2	Buckets, pails, firkins and tubs, mixed, C. L., min. wt. 15,000 lbs. . . . .	5
Same, C. L. . . . .	5	Covers, viz.:	
Wire cork fasteners; see Fasteners.		Barrel or box, with glass panel inserted, boxed or crated . . . . .	1
Wire fence staples; see Iron and steel articles.		Bottle, packed, L. C. L. . . . .	3
Wire fencing, combination of wood and iron . . . . .	5	Same, C. L., min. wt. 12,000 lbs. . . . .	5
Wire fencing, iron; see Iron and steel articles.		N. O. S. . . . .	1
Wire fencing, field, woven, in rolls; see Iron and steel articles.		Plins, viz.:	
Wire, fencing, not woven . . . . .	5	Clothes, L. C. L. . . . .	3
Wire mattresses; see Furniture.		Clothes, C. L., min. wt. 12,000 lbs. . . . .	5
Wire netting, N. O. S., in boxes, casks, crates or rolls, L. C. L. . . . .	2	Clothes, mixed with clothes props and washboards, C. L., min. wt. 12,000 lbs. . . . .	5
Same, C. L. . . . .	5	Dowel, wooden . . . . .	3
		N. O. S., in cases . . . . .	1

W	Class.	Y	Class.
Plates, dishes and trays, viz.:		Yachts; see Boats.	
Packed, L. C. L. . . . .	3	Yarns; see Dry goods.	
Same, C. L., min. wt. 12,000 lbs. . . . .	5	Yeasts, in packages. . . . .	1
Mixed with clothes pins and washboards, C. L., min. wt. 12,000 lbs. . . . .	5	Yeast cakes, in boxes. . . . .	2
Tubs, viz.:		Yeast powders; see Powders.	
Bath; see Tubs.		Yellow metal, copper and zinc combination, in sheets or plates, boxed or crated. . . .	2
N. O. S., L. C. L. . . . .	3	Yokes; see Vehicle materials and parts of vehicles.	
Same, C. L., min. wt. 15,000 lbs. . . . .	5		
N. O. S., mixed with buckets, pails or firkins, C. L., min. wt. 15,000 lbs. . . . .	5		
Washboards, L. C. L. . . . .	3		
Same, C. L., min. wt. 12,000 lbs. . . . .	5		
Same, mixed with clothes pins, plates, dishes and trays, C. L., min. wt. 12,000 lbs. . . . .	5		
Woodenware, N. O. S., (not willowware). . . . .	3		
Wooden screws; see Screws.			
Wooden skewers, butchers'; see Skewers.			
Woodwork, viz.:			
Balusters, wainscoting, stair work, paneling, window cases, all of oak and other hard woods, for inside finish of houses, in bundles, crates or boxes, L. C. L. . . . .	4		
Same, C. L. . . . .	6		
Cornices, wooden, for windows, doors or inside finish, L. C. L. Same, C. L. . . . .	4		
Cornice, wooden, for outside finish; see Mouldings, wooden.	6		
Wool, viz.:			
Mineral. . . . .	5		
N. O. S., in sacks or bales. . .	2		
Wool softener; see Softener.			
Woolen goods; see Dry goods.			
Woolen goods mixed with cotton goods; see Dry goods.			
Wrenches in boxes. . . . .	2		
Same, in kegs or barrels. . . .	4		
Wringers, clothes, not packed. Same, packed. . . . .	DI 2		

## EXPENSES OF OFFICE 1902.

	Dr.	Cr.
January 1st. By balance on hand.....		\$1 22
Dec'mb'r 1st, By contingent .....		750 00
By amount appropriated for extra printing of Annual Reports and Tariff Book.....		250 00
		<hr/>
		\$1,001 22
To amount of office rent for 10 months.....	\$200 00	
To amount for special printing.....	250 00	
To porter's wages .....	96 00	
To telephone exchange account.....	42 10	
To papers and stationery.....	108 30	
To postage and telegrams.....	114 97	
To railroad inspections and convention expenses	100 05	
To stenographer and typewriter.....	50 00	
To fuel and gas.....	44 26	
	<hr/>	
	\$1,005 68	
Deficit .....		4 46
		<hr/>
		\$1,005 68

## Exception Sheet No. 3.

Exception Sheet No. 3 of the South Carolina Railroad Commission has been amended as herein set forth. The Southern Classification herewith printed applies to the railroads of South Carolina except as herein otherwise classified. Any alteration or amendment will not be of force until approved by the Commission. All changes in Classification whether to raise or lower rates must be submitted to the Commission for approval.

Articles.	Class.
Agate and graniteware, boxed . . . . .	5
Agate and granite stamped ware, boxed . . . . .	6
Agricultural implements, less than carload, as follows:	
Mills, burstone, portable . . . . .	5
Mills, cane, hominy and sorghum . . . . .	6
Planters, corn and cotton, K. D., in bundles or boxes . . . . .	4
Rollers, field and road . . . . .	5
Scrapers, road and pond . . . . .	5
Ammonia, sulphate; same as fertilizers.	
Asbestos, packed, less than carload, 20 per cent. higher than carload rate.	
Asbestos, carload, 20,000 pounds . . . . .	K
Axes . . . . .	5
Asparagus . . . . .	6
Baskets, K. D., packed or in bundles, L. C. L. . . . .	5
Baskets, S. U. or K. D., packed or in bundles . . . . .	6
Batting, cotton pressed in bales . . . . .	4
Batting, N. O. S. . . . .	2
Bags, viz:	
Burlap and gunny, L. C. L. . . . .	6
Paper in bundles and crates, L. C. L. . . . .	6
Paper in boxes . . . . .	4
Barrel material, L. C. L. . . . .	A
Bark, tan, in sacks, less than carload . . . . .	K
Bark, tan, carload . . . . .	O
Barrels, empty, turpentine, oil and whiskey, less than carload . . . . .	5
Barrels, half barrels, and kegs, empty, except ale and beer, less than carload..	4
Barrels, half barrels and kegs, empty, except ale and beer, minimum carload, 10,000 pounds . . . . .	K
Excess 10,000 pounds, 50 per cent. of Class K.	
Barytes, less than carload, 20 per cent. higher than carload rate.	
Barytes, carload . . . . .	K
Bee hives, K. D., crated . . . . .	6
Billets, less than carload . . . . .	K
Billets, except dogwood and persimmon, carload, 8 cords minimum . . . . .	P
Billets, dogwood and persimmon, carload . . . . .	P
Blacking or dressing, harness, leather, shoe and glove, in glass, packed . . . . .	3
Blacking or dressing, harness, leather, shoe and glove, packed . . . . .	4
Blocks, shuttle, rough, less than carload . . . . .	6
Blocks, shuttle, rough, carload . . . . .	K
Boards, cutting glass in crates or bales . . . . .	3
Bobbins or spools, packed . . . . .	5
Boilers, steam, 30 feet and over . . . . .	3
Boilers, steam, under 30 feet . . . . .	4
Bone, black, N. O. S. . . . .	3
Bone and bone dust, same as fertilizers.	
Bones, rags, scrap iron, mixed, carload, 20,000 pounds . . . . .	A



Articles.	Class.
Bottles, soda water, mineral or aerated water, ale, porter and whiskey (glass or earthenware), empty, returned to original shipper and point of shipment, packed either in packing cases or otherwise . . . . .	B
Boxes, ale, beer, porter and soda water bottles, returned empty . . . . .	6
Boxes, paper, boxed or crated, carload, 10,000 pounds minimum . . . . .	3
Boxes, paper, boxed or crated, less than carload . . . . .	1
Boxes, paper, folded, K. D., packed, less than carload . . . . .	5
Boxes, mineral water bottles, returned empty . . . . .	6
Boxes, crackers, biscuit or bread . . . . .	5
Bran, shorts, mill and ship stuff, less than carload . . . . .	D
Bran, shorts, mill and ship stuff, carload . . . . .	O
Brick, common and fire, less than carload . . . . .	K
Brick, common, carload . . . . .	Spec.
Brick, fire, carload . . . . .	O
Broom corn, compressed, less than carload . . . . .	5
Broom corn, carload, 20,000 pounds, all in excess in same car to be charged proportionately . . . . .	D
Broom corn and broom handles, mixed, carload, same as above.	
Building material, wood, mixed, carload, of doors, sash, frames, blinds, flooring, sills, weatherboarding, scantling or rough, or finished lumber . . . . .	O
(The above classification will not apply on straight or mixed carload of sash, doors and blinds only.)	
Cake, nitre; same as fertilizer.	
Cake, oil; same as fertilizer.	
Cake, salt; same as fertilizer.	
Canned goods, any quantity . . . . .	5
Castor, pomace; same as fertilizer.	
Carpeting, viz.:	
Wood, unfinished in bundles, 36-in. in length or less . . . . .	4
Wood, N. O. S., in bundles, boxes or crates . . . . .	5
Carpet lining, in boxes or crates . . . . .	2
Carpet, in rolls, bundles or bales . . . . .	5
Cement, in barrels, less than carload . . . . .	K
Cement, in barrels, carload . . . . .	O
Charcoal, carload . . . . .	M
Cheese, in boxes or casks . . . . .	3
Cider, in wood . . . . .	B
Clay, carload . . . . .	P
Clay, fire; carload . . . . .	P
Coal and coke, carload, 20 per cent. less than Class L, per ton, 2,240 pounds.	
Coal and Coke, L. C. L. . . . .	D
Coal tar; see tar.	
Confectionery, value limited to 6 cents per pounds and so expressed in bill of lading, L. C. L. . . . .	5
Coffee, green, in double sacks . . . . .	6
Coffee, roasted, in double sacks . . . . .	5
Cotton sweeping or motes (refuse of cotton spinning factories, ship's option)	A
Cotton, reg-ins and linters in bales, with privilege to carrier of compressing (value limited to 2 cents per pound) . . . . .	A
Copper ore; see ore.	
Cordage, including all roping used in putting up mill products . . . . .	6
Corn, in ear, carload . . . . .	K
Copper stills (worm, crated) . . . . .	3
Cotton, in bales (upland) . . . . .	8
Cotton, in bales (sea island) 80 per cent. higher than upland.	
Cotton seed hulls, less than carload, 20 per cent. higher than Class L.	
Cotton seed hulls, carload; same as cotton seed.	
Cotton seed oil cake; see cake.	
Crackers, L. C. L., also meal and dust . . . . .	4
Crackers, C. L., also meal and dust . . . . .	5

Articles.	Class.
Disinfectants, L. C. L. . . . .	5
Disinfectants, C. L. . . . .	6
Earthenware, jugware or stoneware, loose, less than carload . . . . .	3
Earthenware, jugware or stoneware, loose, carload . . . . .	A
Earthenware, jugware or stoneware, in barrels, boxes or casks . . . . .	5
Earthenware, jugware or stoneware, in crates or hogsheads . . . . .	6
Earthen drain tiles or sewer pipe; see pipe.	
Envelopes, packed, L. C. L. . . . .	2
Envelopes, C. L. . . . .	3
Factory products (special) . . . . .	
Fertilizers, carload; see table rates.	
Fertilizers, less than carload, 20 per cent. higher than carload.	
Fibre, palmetto and pine, in bales . . . . .	A
Fibre, pine matting, broom wood . . . . .	6
Fire clay; see clay.	
Fish, fresh, prepaid . . . . .	B
Fish, dry salted, packed . . . . .	5
Fish, pickled or salted in barrels, 1-2 barrel kegs or kits . . . . .	6
Fish, scrap; same as fertilizers.	
Flour, buckwheat . . . . .	C
Flour, rice; see rice flour.	
Flour, spar; same as fertilizers.	
Fruit, dried, carload 20,000 pounds . . . . .	6
Fruit jars, packed, L. C. L. . . . .	4
Fruit, apples in barrels, actual weight, L. C. L. . . . .	6
Furniture, mattresses, moss and spring . . . . .	3
Forges, portable . . . . .	3
Furniture:	
Chairs, N. O. S., minimum weight 8,000 pounds . . . . .	4
N. O. S., all kinds finished, or in the white, minimum weight 12,000 pounds	4
Cots, K. D. or folded . . . . .	3
Desks and seats, school, S. U. . . . .	3
Desks and seats, K. D. or folded . . . . .	4
Ginger in bags or boxes . . . . .	3
Glue, liquid, in glass, boxed . . . . .	3
Granite blocks, rough, less than carload . . . . .	M
Granite blocks, rough, carload, 25 per cent. less than Class L.	
Granite blocks, slabs, bases and shafts, dressed, boxed or crated, otherwise O.	
R., less than carload . . . . .	K
Granite blocks, slabs, bases and shafts, dressed, boxed or crated, otherwise O.	
R., carload, 10 per cent. higher than Class P.	
Granite curbing, carload, 25 per cent. less than Class L.	
Granite and marble grave stones and monuments, packed and prepaid, at option	
of initial road . . . . .	4
Granite slabs, rough and protected, otherwise O. R., carload 25 per cent. less	
than Class L.	
Granite rubble; see stone.	
Gravel, carload, 40 per cent. less than Class L.	
Grease, axle, all kinds, L. C. L. . . . .	6
Grease, N. O. S., in barrels or casks, L. C. L. . . . .	5
Gypsum, land plaster; same as fertilizers.	
Hair, cattle for plastering, pressed in bales . . . . .	6
Hair, curled, in bales, and hair rope . . . . .	2
Handles, boxed or crated . . . . .	A
Handles, broom . . . . .	A
Handles, broom and broom corn, mixed . . . . .	A
Hatchets, boxed, L. C. L. . . . .	4
Hay, fodder and straw, pressed in bales, less than carload . . . . .	6
Hay, fodder and straw, pressed in bales, carload 20,000 pounds minimum, ex-	
cess to be charged proportionately . . . . .	K

Articles.	Class.
Hull ashes, cotton seed; same as fertilizers.	
Husks and shucks, pressed in bales, less than carload. . . . .	G
Husks and shucks, pressed in bales, carload, 20,000 pounds . . . . .	K
Hoofs and horns; same as fertilizers.	
Hoop splits, carload . . . . .	P
Hoop poles; see poles.	
Household goods and old furniture, well packed, value in case of total loss, limited to \$5 per 100 pounds, carload, 20,000 pounds. . . . .	N
Household goods and old furniture, not packed, value in case of total loss limited to \$5 per 100 pounds, with live stock, one attendant to have free passage on same train as car, carload, 20,000 pounds. . . . .	N
Ice, carload, prepaid. . . . .	L
Ice, less than carload, prepaid, 25 per cent. higher than carload.	
Iron, scrap, carload, 20,000 pounds . . . . .	K
Iron, pig . . . . .	M
Iron or steel articles as follows, all in Class A:	
Iron, architectural, including columns, pedestals, capitals, plates, saddles doors, and window jambs, sills and lintels, rolled beams, channel bars and girders.	
Bar, band, boiler and plate iron or steel, all unbacked.	
Bar steel, crated, so as to permit easy inspection.	
Bolts, nuts, rivets or washers, in kegs, casks, barrels or drums.	
Bridge iron.	
Bridge material.	
Cattle guards, wrought.	
Carriage and wagon axles.	
Carriage and wagon skells and boxes, packed in kegs, barrels or casks.	
Wagon axles, boxes and skells, loose, carload, owner to load and unload.	
Car wheels, axles and trucks.	
Castings, not machinery, each piece weighing 200 pounds or over, not packed owner's risk of breakage. . . . .	A
Castings and forgings, parts of compress, each piece weighing 2,000 pounds or over, owner to load and unload.	
Chains, in casks or barrels, value limited to 2 cents per pound, and so specified in bill of lading.	
Crowbars.	
Cut and wire nails and spikes, in kegs.	
Fence posts.	
Fish bars, fastenings and steel rail braces, frogs, railroad.	
Horse and mule shoes.	
Harrow teeth, in kegs or barrels.	
Jail plate.	
Lap rings.	
Mattocks and picks, in bundles, barrels or kegs.	
Pipe, cast or wrought.	
Pipe fittings, in kegs, casks or barrels.	
Pipe fittings, wired, in bundles, carload.	
Plow moulds, plow plates, plow points, plow steel, plow wings, plow couplers, plow frogs, plow clevises and plow plant fenders.	
Railroad iron.	
Sadlrons, in barrels or casks, released.	
Sadlrons, in boxes, contents to be plainly marked on boxes and contract to be made by the shipper that no other articles shall be put in the boxes.	
Sheetiron, shingle bands, in bundles and packed in barrels.	
Splices, switches, switch chairs, railroad.	
Sledges, without handles, wired together.	
Wagon tires . . . . .	A
Knobs, door, packed . . . . .	3
Kainit; same as fertilizers.	
Lampblack, in boxes, barrels or casks. . . . .	3
Lamps, and lamp goods, packed . . . . .	2

Articles.	Class.
Land plaster; see gypsum.	
Laths; same as lumber—common pine, ash, oak and poplar.	
Leather, scraps, packed . . . . .	A
Lime, in barrels, less than carload . . . . .	K
Lime, in barrels, carload . . . . .	P
Lime, slacked in sack, 20 per cent. higher than C. L. rate.	
Lime, slacked in sacks, C. L. . . . .	L
Live stock, C. L., 20,000 pounds, as follows:	
Cattle, sheep and hogs, single deck . . . . .	N.
Horses and mules . . . . .	N
Sheep and hogs, double decked, 25 per cent. higher than single deck.	
Live stock, L. C. L. . . . .	6
Estimated weights as follows, until amount charged for less than carload equals carload rates:	
Single horse, mule or horned animal, 2,000 pounds	
Each additional horse, mule or horned animal, 1,000 pounds.	
Jacks, stallions and bulls, each 8,000 pounds.	
Yearling cattle, except when boxed or crated, 1,000 pounds.	
Calves and sheep, each 175 pounds.	
Calves and sheep, in lots of three or more, each 150 pounds.	
Cattle crated, actual weight . . . . .	1
Lambs, each 100 pounds.	
Lambs, in lots of three or more, each 75 pounds.	
Hogs, each, 350 pounds.	
Two hogs, 500 pounds.	
Each additional hog, 100 pounds.	
For more than 3 hogs, actual weight may be charged when it exceeds estimated weight.	
Pigs, hogs, sheep, cattle, etc, boxed or crated, actual weight.	
Shipment of less than 9 pigs or hogs (except drove stock accompanying other than live stock as part of shipment) may be required to be boxed or crated.	
Ponies, value limited to \$50 each, 25 per cent. less than horses.	
Logs, 20 per cent. less than lumber.	
Knitting factory products made wholly of cotton and shipped to any point to be dyed or finished, when specified name of article and name of shipper are plainly marked on the outside of package and stated in shipping receipt or bill of lading . . . . .	5
Knitting factory products made wholly of cotton when billed from dyer or finisher to original manufacturer, when specified name or article and name of shipper are plainly marked on the outside of package and stated in shipping receipt or bill of lading . . . . .	5
Lumber, common, pine, ash, oak and poplar, L. C. L., 50 per cent. higher than Class P.	
Lumber, common, pine, ash, oak and poplar, C. L. . . . .	P
Lumber, mahogany, walnut, maple, cherry and white pine, L. C. L., 50 per cent. higher than Class O.	
Lumber, mahogany, walnut, maple, cherry and white pine, C. L. . . . .	O
Machinery, saw mill gearing and saws, boxed . . . . .	4
Lye, concentrated, L. C. L. . . . .	5
Marble, blocks and slabs, rough, C. L. . . . .	P
Marble, gravestones and monuments. See granite.	
Manganese, crude, L. C. L. . . . .	B
Manganese, crude, C. L. . . . .	P
Marl, L. C. L., 20 per cent. higher than carload rate.	
Marl, C. L. . . . .	L
Matting, N. O. S. . . . .	2
Meal and ashes, cotton seed, same as fertiliser.	
Meat, bacon, in bags . . . . .	B

Articles.	Class
Meats, viz:	
Beef, canned, in boxes, L. C. L. . . . .	B
Pork, canned, in boxes, L. C. L. . . . .	B
Sausage, fresh, prepaid or guaranteed . . . . .	B
Melons, L. C. L., prepaid . . . . .	5
Melons, C. L., prepaid . . . . .	O
Merry-go-rounds, L. C. L. . . . .	1
Merry-go-rounds, C. L., 20,000 pounds minimum . . . . .	5
Millet (not seed) . . . . .	D
Molasses, in cans, boxed or jacketed, or in kegs, kits, barrels, half barrels or hogsheads . . . . .	6
Muriate of potash; same as fertilizers.	
Nitrate of soda. See soda.	
Nitre, cake. See cake.	
Nuts, peanuts, chufas, L. C. L. . . . .	5
Oil, cotton seed, crude, when from mills along line of road, actual weight of oil . . . . .	U
Oil, coal or kerosene, naphtha, benzine and gasoline, in iron casks or drums, actual weight, less carloads . . . . .	4
Ores, copper and iron, C. L. . . . .	P
Ores, copper, gold, iron, lead, silver and zinc, packed, L. C. L. . . . .	K
Outfits, mill boring and well drilling, actual weight, L. C. L. . . . .	6
Well boring and well drilling machinery, C. L. . . . .	N
Oysters, in bulk or in barrels, C. L. . . . .	K
Oyster shells, C. L. . . . .	L
Paper stock, in sacks, bales, crates or hogsheads . . . . .	R
Peas, cow, field and clay . . . . .	D
Phosphate, floats, same as fertilizers.	
Phosphate, ground, same as fertilizers.	
Phosphate rock, 25 per cent. less than fertilizers.	
Pipe, lead, in casks . . . . .	6
Pipes, earthen, drain tiles or sewer, L. C. L. . . . .	K
Pipes, earthen drain, tiles or sewer, C. L., 20,000 pounds . . . . .	P
Pitch . . . . .	K
Pickles, C. L. . . . .	6
Plaster, calcined, C. L. . . . .	O
Plaster, land. See gypsum.	
Poles, hoop; same as wood.	
Poles and posts; same as lumber.	
Potash, German; same as fertilizers.	
Potash, muriate of, same as fertilizers.	
Poultry, live, C. L., 20,000 pounds . . . . .	N
Putty . . . . .	5
Pyrites, 40 per cent. less than Class T.	
Rags, in sacks, crates, bales or hogsheads . . . . .	R
Rags, C. L., 20,000 pounds . . . . .	R
Rice, C. L., 20,000 pounds . . . . .	D
Rice flour . . . . .	D
Roofing, slate, C. L. . . . .	K
Salt, in sacks, L. C. L. . . . .	R
Salt, Epsom, L. C. L. . . . .	3
Salt, in sacks, C. L. . . . .	O
Saltpetre, same as fertilizers.	
Sand, C. L. . . . .	P
Sawdust, 50 per cent. less than common lumber.	
Saws, circular, packed . . . . .	4
Seed, cotton, C. L., 20,000 pounds . . . . .	L
Seed, cotton, packed, L. C. L. . . . .	6
Shingles, L. C. L. . . . .	K
Shingles, C. L., same as lumber.	
Shucks and husks. See husks.	

Articles.	Class
Soapstone, crude, C. L. . . . .	P
Soda, nitrate and sulphate of, same as fertilizers.	
Staves, L. C. L. . . . .	K
Staves, C. L., 20 per cent. higher than Class P.	
Stave bolts, C. L., 8 cords minimum . . . . .	P
Stone, rubble, C. L., 40 per cent. less than Class L.	
Sulphate of ammonia, potash and soda, same as fertilizers.	
Saddlery:	
Hooks, back band wire (parts of harness) packed in boxes or bundles . . . .	3
Shot, in boxes . . . . .	
Shot, in double sacks, kegs, barrels, half barrels, quarter barrels or drums . . . .	6
Stationery . . . . .	2
Sugar in cartons or sacks, packed in boxes . . . . .	6
Sugar, in barrels, hogsheads or double sacks . . . . .	6
Tanks, wooden, packed, K. D. . . . .	6
Tar . . . . .	K
Tents, tent poles and pins . . . . .	1
Tents, tent poles and pins, when shown to be used only and exclusively for religious purposes . . . . .	4
Tobacco, manufactured, in boxes or kegs . . . . .	3
Tobacco, unmanufactured . . . . .	J
Tobacco, unmanufactured, loose, 16,000 pounds minimum . . . . .	3
Tree nails L. C. L. . . . .	K
Tree nails, C. L., 20 per cent. higher than Class P.	
Turpentine, spirits, in barrels . . . . .	B
Twine binder, packed in bales, L. C. L. . . . .	4
Vehicles, carriages, buggies and trotting wagons, K. D., boxed or well crated, value limited to \$15 per 100 pounds, L. C. L. . . . .	1
Vehicle material, spokes, rims, hubs and other wood for vehicles, rough or finished, packed or in rolls, strapped or securely tied in bundles . . . . .	A
Vinegar, in wood . . . . .	B
Wood, fuel, 10-cord minimum . . . . .	Spec.
Wool, in bags . . . . .	2
Wool, N. O. S., pressed in bales . . . . .	5
Woolen goods . . . . .	4
Yeast, in packages . . . . .	2
Yeast cakes, in boxes . . . . .	3

Classes K, L, M, N, O, P and T, in carloads, may be required to be loaded and unloaded by owners.

Single shipments, whether transported from one station to another on the same road or from a station on one road to a station on another, will be charged at actual weight, except that no charge shall be made less than 25 cents.

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# NAMES OF THE RAILROADS,

With Distance Tables and Freight and Passenger Tariffs.

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TARIFFS.

PASSENGER AND FREIGHT—WITH DISTANCE TABLES.

*Standard Passenger Tariff.—3 cents per Mile.*

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## ATLANTIC COAST LINE.

## Wilmington, Columbia and Augusta Division.

Stations.	Miles.	Stations.	Miles.
Columbia . . . . .	0	Lynchburg . . . . .	61
Sims . . . . .	6	Cartersville . . . . .	65
Congaree . . . . .	16	Timmons ville . . . . .	71
Eastover . . . . .	22	Ebenezer . . . . .	77
Acton . . . . .	25	Florence . . . . .	82
Malta . . . . .	29	Mars Bluff . . . . .	88
Camden Junction . . . . .	31	Pee Dee . . . . .	95
Wedgefield . . . . .	33	Laughlin . . . . .	99
Cane Savannah . . . . .	37	Marion . . . . .	103
Sumter . . . . .	43	Mullins . . . . .	112
Mayesville . . . . .	52	Nichols . . . . .	118
Atkins . . . . .	57		

## Northeastern Railroad Division.

Stations.	Miles.	Stations.	Miles.
Charleston . . . . .	0	Santee . . . . .	49
Magnolia . . . . .	2	Gourdins . . . . .	51
C. & S. Junction . . . . .	6	Lanes . . . . .	54
Eight Mile Turnout . . . . .	8	Salters . . . . .	59
Otranto . . . . .	14	Kingstree . . . . .	64
Mount Holly . . . . .	18	Cades . . . . .	73
Strawberry . . . . .	23	Graham . . . . .	79
Oakley . . . . .	25	Scranton . . . . .	83
Moncks Corner . . . . .	30	Cowards . . . . .	86
Macbeths . . . . .	35	Effingham . . . . .	92
Bonneau . . . . .	38	Willoughby . . . . .	98
St. Stephens . . . . .	45	Florence . . . . .	102

## Manchester and Augusta Division.

Stations.	Miles.	Stations.	Miles.
Pregnalls . . . . .	0	Ellot . . . . .	22
Harleyville . . . . .	4	St. Charles . . . . .	26
Bowyer . . . . .	10	Oswego . . . . .	32
Holly Hill . . . . .	11	Sumter . . . . .	39
Connors . . . . .	14	Privateer . . . . .	46
Eutawville . . . . .	18	Pinewood . . . . .	56
Vance . . . . .	23	Remini . . . . .	58
Millicans . . . . .	25	Lone Star . . . . .	64
Parlers . . . . .	30	Creston . . . . .	68
Elloree . . . . .	34	Cameron . . . . .	73
Creston . . . . .	40	Orangeburg . . . . .	83
Elliot . . . . .	0	Cordova . . . . .	87
Wisacky . . . . .	8	Copes . . . . .	94
Bishopville . . . . .	8	Denmark . . . . .	103
Lucknow . . . . .	16	Hilda . . . . .	110.6
Darlington . . . . .	0	Barnwell . . . . .	117.8
Syracuse . . . . .	8	Dunbarton . . . . .	129.8
Lamar . . . . .	15	Robbins . . . . .	138
		Augusta . . . . .	166



**Cheraw and Darlington Division—Central Division.**

Stations.	Miles.	Stations.	Miles.
Florence . . . . .	0	Bennettsville . . . . .	20
Palmetto . . . . .	5	Breedens . . . . .	34
Darlington . . . . .	10	Lester . . . . .	32
Floyd . . . . .	15	Newtonville . . . . .	34
Doves . . . . .	18	Gibson . . . . .	35
Society Hill . . . . .	27	Sumter . . . . .	0
Cashs . . . . .	34	Brogdon . . . . .	8
Cheraw . . . . .	40	Alcolu . . . . .	13
Macfarlan . . . . .	51	Manning . . . . .	17
Wadesboro . . . . .	65	Wilson Mills . . . . .	22
Darlington . . . . .	0	Forreston . . . . .	26
Mont Clare . . . . .	7	Greeleyville . . . . .	32
Robins Neck . . . . .	12	Lanes . . . . .	42
Mandeville . . . . .	17		

**Florence Division.**

Stations.	Miles.	Stations.	Miles.
Florence . . . . .	0	Dillon . . . . .	30
Mars Bluff . . . . .	6	Hamer . . . . .	36
Winona . . . . .	9	Rowland . . . . .	39
Pee Dee . . . . .	13	Elrod . . . . .	46
Sellers . . . . .	19	Pembroke . . . . .	51
Latta . . . . .	24		

**Between Latta and Clio.**

Stations.	Miles.	Stations.	Miles.
Dunbar . . . . .	16	Latta . . . . .	0
Clio . . . . .	19	Bingham . . . . .	9

### Between Hub and Conway.

Stations.	Miles.	Stations.	Miles.
Hub . . . . .	0	Loris . . . . .	30
Illon . . . . .	8	Sanford . . . . .	35
Chadborn . . . . .	11	Bayboro . . . . .	37
Clarendon . . . . .	19	Powell . . . . .	40
Mount Tabor . . . . .	24	Conway . . . . .	50

### Pregnalls Branch.

Stations.	Miles.	Stations.	Miles.
Creston . . . . .	0	Connors . . . . .	26
Ellore . . . . .	6	Holly Hill . . . . .	29
Parlers . . . . .	10	Bowyer . . . . .	30
Millicans . . . . .	15	Harleyville . . . . .	36
Vances . . . . .	17	Pregnalls . . . . .	40
Eutawville . . . . .	22		

### Hartsville Branch.

Stations.	Miles.	Stations.	Miles.
Hartsville .. . . . .	0	Floyds .. . . . .	10
Auburn .. . . . .	5		

### Darlington Branch.

Stations.	Miles.	Stations.	Miles.
Wadesboro . . . . .	0	Society Hill . . . . .	38
Bennett . . . . .	7	Doves . . . . .	47
Morven . . . . .	10	Floyds . . . . .	49.5
Macfarlan . . . . .	14	Darlington . . . . .	55
Cheraw . . . . .	25	Palmetto . . . . .	60
Cashs . . . . .	31	Florence . . . . .	65

## Ferguson Branch.

Stations.	Miles.	Stations.	Miles.
Kutawville .. . . .	0	Ferguson .. . . .	6.2
Belvidere .. . . .	3		

## CHARLESTON AND WESTERN CAROLINA RAILROAD.

Stations.	Miles.	Stations.	Miles.
Spartanburg.. . . .	0	Greenwood .. . . .	65
Roebuck .. . . .	6	Salak .. . . .	69
Moore's .. . . .	10	Verdery .. . . .	73
Switzer .. . . .	12	Jenkins .. . . .	121
Woodruff .. . . .	18	7 Mile Siding .. . . .	125
Hillville .. . . .	25	Augusta .. . . .	133
Enoree .. . . .	25	Bradley .. . . .	78
Lanford .. . . .	27	Troy .. . . .	83
Ora .. . . .	30	McCormick .. . . .	89
Laurens .. . . .	38	Plum Branch.. . . .	95
Meddens .. . . .	42	Parksville .. . . .	100
High Point .. . . .	46	Modoc .. . . .	104
Waterloo .. . . .	50	Clarks Hill .. . . .	109
Coronaca.. . . .	58	Woodlawn .. . . .	116

## Between Augusta and Port Royal.

Stations.	Miles.	Stations.	Miles.
Augusta .. . . .	0	Fairfax .. . . .	58
Beech Island .. . . .	5	Brunson .. . . .	61
Harkinson.. . . .	12	Hampton .. . . .	68
Jackson .. . . .	14	Varnville .. . . .	70
Ellenton .. . . .	22	Almeda .. . . .	72
Robbins .. . . .	27	Cummings.. . . .	76
Hattleville .. . . .	32	Early Branch .. . . .	81
Millet .. . . .	37	Yemassee .. . . .	87
Martin .. . . .	40	Tomotley .. . . .	92
Beldoc .. . . .	44	Seabrook .. . . .	99
Appleton .. . . .	48	Beaufort .. . . .	108
Allendale.. . . .	52	Port Royal .. . . .	112
Coalla .. . . .	56		

## Between McCormick and Anderson.

Stations.	Miles.	Stations.	Miles.
Anderson .. . . .	0	Calhoun Falls .. . . .	33
Dean .. . . .	8	Hester .. . . .	35
Starr .. . . .	9	Mount Carmel .. . . .	41
Iva .. . . .	15	Willington .. . . .	48
Barnes .. . . .	19	Bordeaux .. . . .	50
Lowndesville .. . . .	23	McCormick .. . . .	58
Latimer .. . . .	30		

## Between Laurens and Greenville.

Stations.	Miles.	Stations.	Miles.
Greenville .. . . .	0	Owings .. . . .	24
Mauldin .. . . .	8	Gray Court .. . . .	26
Simpsonville .. . . .	13	Barksdale .. . . .	29
Fountain Inn .. . . .	18	Laurens .. . . .	36

## SOUTHERN RAILWAY.

The entire system operates the same tariff on a straight mileage basis.

## Charleston Division.

Stations.	Miles.	Stations.	Miles.
Charleston.. . . .	0	Denmark.. . . .	81
Ten Mile.. . . .	11	Blackville.. . . .	89
Ashley.. . . .	18	Elko.. . . .	98
Summerville.. . . .	22	Williston.. . . .	99
Ridgeville.. . . .	31	Windsor.. . . .	107
Rosses.. . . .	37	Aiken.. . . .	120
Pregnalls.. . . .	42	Warrenville.. . . .	126
Georges.. . . .	48	Langley.. . . .	128
Reevesville.. . . .	52	Bath.. . . .	130
Branchville.. . . .	63	Augusta.. . . .	187
Midway.. . . .	72	Union Depot.. . . .	188
Bamberg.. . . .	75		

## Main Line and Columbia Division from Branchville.

Stations.	Miles.	Stations.	Miles.
Branchville.. . . .	0	Kingville.. . . .	44
Rowesville.. . . .	9	Gadsden.. . . .	49
Orangeburg.. . . .	17	Hopkins.. . . .	56
Jamison.. . . .	24	Childs.. . . .	62
St. Matthews.. . . .	30	A. C. L. Junction.. . . .	64
Fort Motte.. . . .	38	Columbia.. . . .	68

## Camden Branch.

Stations.	Miles.	Stations.	Miles.
Kingville.. . . .	0	Claremont.. . . .	18
Wateree.. . . .	4	Hagoods.. . . .	24
Middleton.. . . .	10	State Farm.. . . .	27
Camden Junction.. . . .	12	Boykins.. . . .	28
Dixie.. . . .	15	Camden.. . . .	37

## Sumter Division.

Stations.	Miles.	Stations.	Miles.
Sumter Junction.. . . .	0.0	Cains.. . . .	9.4
Levi.. . . .	2.7	Sumter.. . . .	15.8
Manchester.. . . .	4.7		

## Perry to Batesburg.

Stations.	Miles.	Stations.	Miles.
Perry.. . . .	0	Samaria.. . . .	19
Wagener.. . . .	4	Kneese.. . . .	21
Selvern.. . . .	9	Batesburg.. . . .	26
Steadman.. . . .	14		

## Carolina Midland Division.

Stations.	Miles.	Stations.	Miles.
Cayce.. . . . .	0.0	Kline.. . . . .	68.6
Styx.. . . . .	5.5	Cave.. . . . .	70.7
Ossa.. . . . .	12.2	Seigling.. . . . .	74.2
Pellon.. . . . .	19.5	Allendale.. . . . .	76.7
Thor.. . . . .	23.4	Barton .. . . . .	83
Perry.. . . . .	31.0	Valentine .. . . . .	89
Sally.. . . . .	35.0	Lena .. . . . .	94
Springfield.. . . . .	40.0	Furman .. . . . .	99
Whaley .. . . . .	44.7	Pineland .. . . . .	105
Walker.. . . . .	46.7	Tarboro .. . . . .	110
Blackville.. . . . .	51.0	Tillman .. . . . .	115
Ashleigh.. . . . .	55.5	Bush .. . . . .	121
Yale.. . . . .	57.5	Hardeeville .. . . . .	129
Barnwell.. . . . .	60.3	Savannah .. . . . .	152
Morris.. . . . .	64.3		

## Charlotte, Columbia and Augusta Division.

Stations.	Miles.	Stations.	Miles.
Charlotte.. . . . .	0	Columbia.. . . . .	106
Pineville.. . . . .	10	Cayce.. . . . .	110
Fort Mill.. . . . .	17	Lexington.. . . . .	121
Catawba River.. . . . .	21	Barrs .. . . . .	125
Rock Hill.. . . . .	25	Gilberts .. . . . .	131
Ogden.. . . . .	31	Summit.. . . . .	133
Smiths .. . . . .	34	Leesville.. . . . .	138
Lewis.. . . . .	37	Batesburg.. . . . .	141
Chester.. . . . .	45	Ridge Spring.. . . . .	149
Cornwall.. . . . .	52	Wards .. . . . .	153
Blackstocks.. . . . .	54	Johnston.. . . . .	158
Woodwards .. . . . .	58	Trenton.. . . . .	165
White Oak.. . . . .	64	Miles Mill.. . . . .	170
Adgers .. . . . .	66	Vaocluse.. . . . .	171
Winnboro.. . . . .	71	Graniteville.. . . . .	178
Rockton.. . . . .	74	Aiken Junction.. . . . .	179
Simpsons.. . . . .	77	King.. . . . .	182
Ridgeway.. . . . .	83	Bath.. . . . .	184
Blythewood.. . . . .	90	Augusta.. . . . .	191
Killians .. . . . .	96		

## Lockhart Branch.

Stations.	Miles.	Stations.	Miles.
Lockhart.. . . . .	0	Adamsburg.. . . . .	8
Kelly .. . . . .	4	Mount Tabor.. . . . .	10
Bold Rock.. . . . .	6	Lockhart.. . . . .	14

## Columbia and Greenville Division.

Stations.	Miles.	Stations.	Miles.
Columbia.. . . . .	0	Ninety Six.. . . . .	75
Frosts Mill.. . . . .	6	Greenwood.. . . . .	84
Montgomerys .. . . . .	11	Hodges.. . . . .	94
Bookmans .. . . . .	14	Donalds .. . . . .	103
Wallaceville.. . . . .	21	Honea Path.. . . . .	109
Alston .. . . . .	25	Belton.. . . . .	117
Pomaria.. . . . .	31	Williamston.. . . . .	124
Prosperity.. . . . .	40	Pelzer.. . . . .	127
Newberry.. . . . .	47	Piedmont.. . . . .	132
Helena.. . . . .	48	Greenville.. . . . .	143
Chappels .. . . . .	65	A. and C. Depot .. . . . .	144

**Asheville, Spartanburg and Columbia Division.**

Stations.	Miles.	Stations.	Miles.
Columbia.. . . . .	0	Inman .. . . . .	104
Alston.. . . . .	25	Campobello .. . . . .	111
Strothers.. . . . .	37	Tryon .. . . . .	119
Shelton.. . . . .	44	Saluda.. . . . .	128
Carlisle.. . . . .	51	Flat Rock.. . . . .	137
Santuc.. . . . .	56	Hendersonville .. . . . .	140
Union.. . . . .	64	Fletcher .. . . . .	148
Jonesville.. . . . .	74	Arden .. . . . .	151
Pacolet .. . . . .	81	Skyland .. . . . .	153
Glendale .. . . . .	87	Biltmore .. . . . .	160
Spartanburg .. . . . .	93	Asheville .. . . . .	162

**Atlanta and Charlotte Division, in South Carolina.**

Stations.	Miles.	Stations.	Miles.
Toccoa .. . . . .	0	Duncans .. . . . .	77
Westminster .. . . . .	18	Wellford .. . . . .	80
Seneca City .. . . . .	28	Spartanburg .. . . . .	91
Central.. . . . .	35	Clifton .. . . . .	98
Liberty .. . . . .	42	Cowpens .. . . . .	107
Easley .. . . . .	48	Gaffney .. . . . .	119
Greenville.. . . . .	60	Blacksburg .. . . . .	128
Greers.. . . . .	73		

**Alken and Edgefield Division.**

Stations.	Miles.	Stations.	Miles.
Alken .. . . . .	0	Seiglers .. . . . .	12
Crofts .. . . . .	5	Trenton .. . . . .	18
Lake View .. . . . .	9	Edgefield .. . . . .	24

**Hodges and Abbeville Branch.**

Stations.	Miles.	Stations.	Miles.
Hodges .. . . . .	0	West Abbeville .. . . . .	11.5
Darraugh .. . . . .	7		

**Belton and Anderson Branch.**

Stations.	Miles.	Stations.	Miles.
Belton .. . . . .	0	West Anderson (Pass. Dept.) .. . . . .	9.8
Anderson (Frt. Dept.) .. . . . .	9.4		

**BLUE RIDGE RAILROAD.****Passenger Rate.**

Stations.	Miles.	Stations.	Miles.
Anderson .. . . . .	0	Adams Crossing .. . . . .	18
West Anderson .. . . . .	2	Jordania .. . . . .	23
Denver .. . . . .	7	Seneca .. . . . .	25
Sandy Springs .. . . . .	9	James .. . . . .	28
Autun .. . . . .	10	Phinneys .. . . . .	30
Pendleton .. . . . .	13	West Union .. . . . .	32
Cherrys Crossing .. . . . .	17	Walhalla .. . . . .	34

## COLUMBIA, NEWBERRY AND LAURENS RAILROAD.

## Passenger Rate.—Standard Tariff.

## Freight Tariff.—Same local tariff as the Southern Railway.

Stations.	Miles.	Stations.	Miles.
Columbia . . . . .	0	Prosperity . . . . .	36
Leapharts . . . . .	7	Newberry . . . . .	43
Irmo . . . . .	11	Jalapa . . . . .	50
Balentine . . . . .	15	Gary . . . . .	53
White Rock . . . . .	18	Kinard . . . . .	56
Chapin . . . . .	23	Goldville . . . . .	59
Little Mountain . . . . .	28	Clinton . . . . .	65
Slighs . . . . .	31	Laurens . . . . .	75

## CHARLESTON AND SAVANNAH.

## Passenger Rate.—Standard Tariff.

Stations.	Miles.	Stations.	Miles.
Charleston . . . . .	0	Green Pond . . . . .	46
Ashley Junction . . . . .	7	White Hall . . . . .	51
Petteresa . . . . .	10	Salkehatchie . . . . .	53
Drayton . . . . .	12	Yemassee . . . . .	60
Johns Island . . . . .	16	Coosawhatchie . . . . .	63
Rantowles . . . . .	19	Ridgeland . . . . .	77
Ravenel . . . . .	25	Hardeeville . . . . .	91
Jacksonboro . . . . .	30	Macbeth . . . . .	101
Ashepool . . . . .	42	Savannah . . . . .	115

## Green Pond and Walterboro (Branch.)

Stations.	Miles.	Stations.	Miles.
Green Pond . . . . .	0	Earhart . . . . .	26
Walterboro . . . . .	12		

## Young's Island Branch.

Stations.	Miles.	Stations.	Miles.
Ravenel . . . . .	0	Young's Island . . . . .	6

## SEABOARD AIR LINE.

## Georgia, Carolina and Northern Division.

## Passenger Rate.—Standard Tariff.

Stations.	Miles.	Stations.	Miles.
Munro, N. C. . . . .	0	Calome, S. C. . . . .	75
Potter, N. C. . . . .	8	Garlington, S. C. . . . .	80
Wazhaw, N. C. . . . .	12	Renno, S. C. . . . .	89
Osceola, S. C. . . . .	17	Dover, S. C. . . . .	89
Van Wyck, S. C. . . . .	21	Clinton, S. C. . . . .	91
Catawba, S. C. . . . .	25	Mountville, S. C. . . . .	100
Harmony, S. C. . . . .	27	Cross Hill, S. C. . . . .	105
Edgemoor, S. C. . . . .	31	Lota, S. C. . . . .	110
Hicklin, S. C. . . . .	33	Saluca, S. C. . . . .	112
Rodman, S. C. . . . .	37	Greenwood, S. C. . . . .	119
Chester, S. C. . . . .	45	Salak, S. C. . . . .	122
Sandy River, S. C. . . . .	53	Cana, S. C. . . . .	127
Leeds, S. C. . . . .	57	Abbeville, S. C. . . . .	134
Carlisle, S. C. . . . .	62	Walls, S. C. . . . .	141
Ada, S. C. . . . .	67	Dresden, S. C. . . . .	146
Delta, S. C. . . . .	60	Calhoun Falls, S. C. . . . .	148
Whitmire, S. C. . . . .	74		

## C. and K. and South Bound Division.

## Passenger Rate.—Standard Tariff.

Stations.	Miles.	Stations.	Miles.
Cheraw . . . . .	88	Woodford . . . . .	27
Kimberly . . . . .	83	North . . . . .	30
Patrick . . . . .	74	Livingston . . . . .	35
Middendorf . . . . .	67	Neece . . . . .	36
McBee . . . . .	59	Norway . . . . .	42
Bethune . . . . .	52	Otside . . . . .	47
Cassatt . . . . .	46	Denmark . . . . .	51
Shepherd . . . . .	40	Govan . . . . .	58
Spalding . . . . .	35	Olar . . . . .	61
Camden . . . . .	33	Roby . . . . .	63
Lugoff . . . . .	29	Ulmers . . . . .	67
Pierson . . . . .	27	Sycamore . . . . .	71
Blaney . . . . .	20	Fairfax . . . . .	77
Waddell . . . . .	10	Giffords . . . . .	84
C., C. and A. Crossing . . . . .	5	Luray . . . . .	87
Columbia . . . . .	0	Estill . . . . .	91
Cayce . . . . .	3	Scotia . . . . .	96
Dixiana . . . . .	7	Garnett . . . . .	101
Gaston . . . . .	16	Myers . . . . .	106
Swansea . . . . .	21	Savannah . . . . .	142

## THE CAROLINA AND NORTHWESTERN RAILWAY.

Stations.	Miles.	Stations.	Miles.
Chester . . . . .	0	Yorkville . . . . .	23
Airlee . . . . .	8	Filbert . . . . .	28
Lowrys . . . . .	9	Clover . . . . .	33
McConnells . . . . .	14	Bowlin . . . . .	37
Guthries . . . . .	16	Crowder . . . . .	39
Delphia . . . . .	19	Ridge . . . . .	41

## LANCASTER AND CHESTER RAILROAD (Narrow Gauge.)

Stations.	Miles.	Stations.	Miles.
Lancaster . . . . .	0	Richburg . . . . .	17
Millers . . . . .	2	McDaniel . . . . .	19
Grace . . . . .	5	Knox . . . . .	21
Clato . . . . .	7	Orrs . . . . .	23
Fort Lawn . . . . .	9	Hollis . . . . .	24
Cedar Shoals . . . . .	11	Chester . . . . .	29
Bascomville . . . . .	14		

## GEORGETOWN AND WESTERN RAILROAD.

Stations.	Miles.	Stations.	Miles.
Lanes . . . . .	0	Harpers . . . . .	18
Green Hill . . . . .	6	Bethel . . . . .	26
Trio . . . . .	10	Sampit . . . . .	18
Earle . . . . .	14	Georgetown . . . . .	36

## NORTHWESTERN RAILROAD.

Stations.	Miles.	Stations.	Miles.
Sumter .. . . . .	0	Camden .. . . . .	27
Tindal .. . . . .	7	Davis .. . . . .	28
Packsville .. . . . .	13	Jordan .. . . . .	31
Silver .. . . . .	17	Wilson .. . . . .	38
Summerton .. . . . .	23	Summerton .. . . . .	0
		St. Paul .. . . . .	12

## CAROLINA NORTHERN RAILROAD.

## Passenger Rate.

Stations.	Miles.	Stations.	Miles.
Lumberton .. . . . .	0	Pages Mill .. . . . .	24
Pope .. . . . .	3	Kemper .. . . . .	26
Kingsdale .. . . . .	5	Fork .. . . . .	30
Proctorville .. . . . .	10	Zion .. . . . .	33
Barnesville .. . . . .	15	Rogers .. . . . .	36
Marietta .. . . . .	20	Marion .. . . . .	41
Homeville .. . . . .	22		

## CHESTERFIELD &amp; LANCASTER RAILROAD.

## Passenger Rate.—Standard Tariff.

Stations.	Miles.	Stations.	Miles.
Cheraw .. . . . .	0	Chesterfield .. . . . .	14
Marburg .. . . . .	8	Cato .. . . . .	17
Gopher .. . . . .	8	Ruby .. . . . .	20
Evans Mill .. . . . .	11		



## FREIGHT TARIFFS.

Local Freight Tariff Atlantic Coast Line System. Passenger Rates Three Cents.

	In Cents Per One Hundred Lbs.										Per Bbl.		Per 100.		Per Ton 2,000 Lbs.		Per Car Load 20,000 Lbs.		Per 100 Lbs.		Naval Stores Per 100 Lbs.		Fertilizers, per Ton 2,000 Lbs.		Rough Lumber, C.		Leaf Tobacco in Tierces or Hnds		Slab Wood, per Car 24,000 Lbs.		Brick, per 1,000 per mmm.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	I	J	K	L	M	N	O	P	R	U	Crude Tur.	Spit Tur.	Penitine.	2,000 Lbs	10,000 Lbs.	Leaf Tobacco in Tierces or Hnds	Slab Wood, per Car 24,000 Lbs.	Brick, per 1,000 per mmm.	
12 miles and under.....	16	14	12	10	9	8	8	8	8	7	10	16	10	9	9	6	50	100	1000	900	900	7	7	5	5	7	100	800	7	400	86	
20 miles and over 10.....	27	25	20	17	15	12	10	12	9	8	18	18	17	10	9	8	60	115	1300	1100	1100	8	8	6	6	8	110	850	9	410	90	
30 miles and over 20.....	35	32	26	24	18	16	10	16	10	9	18	20	24	16	9	7	70	130	1500	1200	1150	9	9	7	7	9	120	900	13	425	100	
40 miles and over 30.....	40	35	29	27	21	18	13	18	12	10	21	22	27	22	9½	10	80	145	1700	1300	1200	10	10	7½	7½	11	130	950	15	450	110	
50 miles and over 40.....	45	38	33	29	24	19	14	19	14	11	24	24	29	27	10	90	160	1900	1400	1250	11	11	7½	7½	12	140	1000	17	475	120		
60 miles and over 50.....	47	41	35	30	26	20	15	20	15	12	26	26	30	29	10½	100	170	2100	1500	1275	12	12	7½	7½	12	150	1050	18	500	135		
70 miles and over 60.....	49	43	37	31	27	21	16	21	16	13	27	28	31	30	11	105	180	2300	1600	1300	13	13	8	8	13	160	1100	19	550	140		
80 miles and over 70.....	51	45	38	32	28	22	17	21	17	14	28	30	32	31	11½	110	190	2500	1700	1325	14	13	8½	8½	14	170	1150	19	600	150		
90 miles and over 80.....	53	47	39	33	29	23	17½	22	18½	15	29	32	33	32	11½	115	200	2600	1800	1350	15	15	8½	8½	15	180	1200	20	675	160		
100 miles and over 90.....	54	49	40	34	30	24	18	22½	18½	16	31	34	34	33	11½	120	210	2700	1900	1375	16	16	9	9	16	190	1250	20	750	165		
110 miles and over 100.....	55	50	41	35	31	25	18½	23	18½	16	31	36	35	33½	12	125	220	2800	2000	1400	16½	14	9	9½	16½	200	1300	21	825	170		
120 miles and over 110.....	56	51	42	36	32	26	19	23½	19	16½	32	38	36	34	12½	130	230	2900	2100	1410	17	14½	9½	9½	17	210	1330	21	900	175		
130 miles and over 120.....	57	52	43	37	33	27	19½	24	19½	17	33	39	37	34½	12½	135	245	3000	2200	1420	17½	14½	9½	9½	17½	220	1340	23	925	180		
140 miles and over 130.....	58	53	44	38	34	28	20	24½	20	17½	34	39	38	35	12½	135	245	3050	2250	1430	18	15	10	10	18	230	1350	23	950	185		
150 miles and over 140.....	59	54	45	39	35	29	20½	25	20½	17½	35	40	39	35	13	145	245	3100	2300	1440	18½	15½	10½	10½	18½	240	1360	23½	975	190		
160 miles and over 150.....	60	55	46	40	36	30	21	25½	21	17½	36	40	39	35	13½	150	255	3150	2350	1450	19	15½	10½	10½	19	250	1370	23½	1000	195		
170 miles and over 160.....	61	56	47	40½	37	31	21½	26	21½	18	37	40½	40	35½	13½	155	265	3200	2400	1460	19½	16½	10½	10½	19½	255	1380	24	1025	200		
180 miles and over 170.....	62	57	48	41	38	32	22	26½	22	18½	38	41	41	36½	13½	160	265	3250	2450	1470	20	16½	11	11	20	260	1390	24	1050	205		
190 miles and over 180.....	63	58	49	41½	39	33	22½	27	22½	18½	39	41½	41	37	14	165	265	3300	2500	1480	20½	16½	11½	11½	21	265	1400	24½	1075	210		
200 miles and over 190.....	64	59	50	42	40	34	23	27½	23	19	40	42	41	37½	14½	170	270	3350	2550	1490	21	16½	11½	11½	21½	270	1410	25	1100	215		
210 miles and over 200.....	65	60	51	42½	41	35	23½	28	23½	19½	41	42½	42	37½	14½	175	275	3400	2600	1500	21½	16½	11½	11½	22	275	1420	25½	1125	220		
220 Miles and over 210.....	66	61	52	43	42	36	24	28½	24	19½	42	43	42½	38½	14½	180	280	3450	2650	1510	22	16½	11½	11½	22	280	1430	26	1150	225		

Does not apply on cotton. Does not apply on lumber with Associated Railways' Exception Sheet No. 29, adopted by South Carolina Railroad Use, Southern States Freight Association Classification  
 Commissioners.  
 For tariff on Cotton, special circular No. 48.

# SOUTHERN RAILWAY IN SOUTH CAROLINA.

## Passenger Rates—Three Cents.

Southern Railway Freight Tariff—All Lines.

Per 100 Pounds.																					Per Ton.	Per Car Load.	Per 100 Pounds.	Car Load. Fertilizer 20,000 Per Car.	Per 100 Pounds.	Per 100 Lbs. —	Brick per 1,000 Minimum.
1	2	3	4	5	6	A	B	C	D	E	F	H	*J	K	L	M	N	O	P	R	T	U					
12 miles and under	16	14	12	10	9	8	8	8	7	9	16	10	9	6	501	00	10 00	9 00	7 00	7	1 00	7	9				
20 miles and over	25	22	19	17	13	12	10	12	8	13	18	17	10	8	401	16	13 00	11 00	8 00	8	1 10	8	9				
30 miles and over	33	30	26	24	17	16	12	16	10	19	20	24	15	9	701	30	15 00	12 00	9 00	9	1 20	9	10				
40 miles and over	37	33	29	27	19	18	13	18	11	10	19	22	27	20	801	45	17 00	13 00	10 00	10	1 30	10	11				
50 miles and over	41	36	32	29	21	19	14	19	12	11	21	24	29	23	901	60	19 00	14 00	10 50	11	1 40	11	12				
60 miles and over	44	39	33	30	22	20	14	19	13	12	22	26	30	24	1001	70	21 00	15 00	11 00	11	1 50	12	13				
70 miles and over	47	42	34	31	23	20	15	20	14	13	23	28	31	25	1101	80	23 00	16 00	11 50	12	1 60	13	14				
80 miles and over	50	45	35	32	24	21	16	20	15	14	25	32	33	27	1201	90	25 00	17 00	12 50	13	1 70	14	15				
90 miles and over	53	46	36	33	25	21	16	20	15	14	26	34	34	28	1301	100	27 00	18 00	13 50	14	1 80	15	16				
100 miles and over	56	47	37	34	26	22	16	21	17	14	27	36	35	29	1401	110	29 00	19 00	14 50	15	1 90	16	17				
110 miles and over	59	48	38	35	27	22	16	21	17	14	28	38	36	30	1501	120	31 00	20 00	15 50	16	2 00	17	18				
120 miles and over	62	51	41	38	28	23	16	21	18	15	29	40	37	31	1601	130	33 00	21 00	16 50	17	2 10	18	19				
130 miles and over	65	54	44	40	31	24	17	22	18	16	30	42	38	32	1701	140	35 00	22 00	17 50	18	2 20	19	20				
140 miles and over	68	57	47	43	34	25	17	23	19	17	31	43	39	33	1801	150	37 00	23 00	18 50	19	2 30	20	21				
150 miles and over	71	60	50	46	37	26	18	24	20	18	32	44	40	34	1901	160	39 00	24 00	19 50	20	2 40	21	22				
160 miles and over	74	63	53	49	40	27	18	25	21	19	33	45	41	35	2001	170	41 00	25 00	20 50	21	2 50	22	23				
170 miles and over	77	66	56	51	43	28	19	26	22	20	34	46	42	36	2101	180	43 00	26 00	21 50	22	2 60	23	24				
180 miles and over	80	69	59	54	46	29	20	27	23	21	35	47	43	37	2201	190	45 00	27 00	22 50	23	2 70	24	25				
190 miles and over	83	72	62	57	49	30	21	28	24	22	36	48	44	38	2301	200	47 00	28 00	23 50	24	2 80	25	26				
200 miles and over	86	75	65	60	52	31	22	29	25	23	37	49	45	39	2401	210	49 00	29 00	24 50	25	2 90	26	27				
210 miles and over	89	78	68	63	55	32	23	30	26	24	38	50	46	40	2501	220	51 00	30 00	25 50	26	3 00	27	28				
220 miles and over	92	81	71	66	58	33	24	31	27	25	39	51	47	41	2601	230	53 00	31 00	26 50	27	3 10	28	29				
230 miles and over	95	84	74	69	61	34	25	32	28	26	40	52	48	42	2701	240	55 00	32 00	27 50	28	3 20	29	30				
240 miles and over	98	87	77	72	64	35	26	33	29	27	41	53	49	43	2801	250	57 00	33 00	28 50	29	3 30	30	31				
250 miles and over	101	90	80	75	67	36	27	34	30	28	42	54	50	44	2901	260	59 00	34 00	29 50	30	3 40	31	32				
260 miles and over	104	93	83	78	70	37	28	35	31	29	43	55	51	45	3001	270	61 00	35 00	30 50	31	3 50	32	33				
270 miles and over	107	96	86	81	73	38	29	36	32	30	44	56	52	46	3101	280	63 00	36 00	31 50	32	3 60	33	34				

\*Does not apply on cotton.—For cotton, see special circular No. 48.

## SEABOARD AIR LINE SYSTEM.

Local Freight Tariff.—Passenger Rates Three Cents.

## Classes.

DISTANCE.																				
Per Hundred Pounds.										Per Bbl.	Per 100 Lbs.	Per Ton. 2,000 Lbs.	Per Carload, 20,000 Pounds.	Per 100 Lbs.						

The above rates governed by the Classification of the Southern States Freight Association, in connection with the Exception Sheet of the South Carolina Railroad Commission.

\*Does not apply on cotton. For Cotton Tariff, see Special Circular No. 48.

Seaboard Air Line System.—Special Commodity Rates.

DISTANCE.	Special Commodities.											
	Naval Stores		Rough Lumber, in C. L.		Wood and Slabs, per C.		Staves, in C. L. lots, per		Cross Ties, in C. L. lots,		*Fertilizers, in C. L. lots,	
	Koslin, Estimated weight 400 lbs. per bbl.	Spirits, Estimated Weight 420 lbs. per bbl.	lots, 24,000 lbs. per Car-load.	l, 8 cords green and 9 cords dry.	C. L. 25,000 lbs.	per Tie.	lbs. 10 tons, per ton 2,000	Empty barrels per Barrel.	Spirits.	Brick, minimum C. L. 6,000 brick, per 1,000	Crude Phosphate Rock, C. L. 10 tons minimum, per ton 2,000 lbs.	Pyrites, C. L., 10 tons min. per ton 1,000 tons.
12 miles and under .....	5	7	\$3 40	\$0 50	\$3 40	4	\$1 00	5	6	\$ 80	\$ 75	\$ 60
20 miles and over 12.....	6	8	9 00	7 00	9 60	4½	1 10	5	7	90	1 00	80
30 miles and over 20.....	7	9	9 60	8 00	10 80	5	1 20	5	8	1 00	1 20	90
40 miles and over 30.....	8	10	10 20	9 00	12 00	5½	1 30	5	9	1 10	1 30	1 00
50 miles and over 40.....	8½	11	10 80	10 00	12 60	6	1 40	6	10	1 20	1 40	1 10
60 miles and over 50.....	8¾	11½	11 40	10 50	13 20	6½	1 50	6	11	1 30	1 50	1 20
70 miles and over 60.....	8½	12	12 00	11 00	13 80	6¾	1 60	6	12	1 40	1 55	1 25
80 miles and over 70.....	9	12½	12 60	11 25	14 10	7	1 70	7	13	1 50	1 65	1 30
90 miles and over 80.....	9½	13	12 90	11 50	14 40	7½	1 80	7	14	1 60	1 70	1 35
100 miles and over 90.....	9¾	13½	13 20	12 00	14 70	7¾	1 90	7	15	1 65	1 75	1 40
110 miles and over 100.....	9½	14	13 50	12 50	15 00	7½	2 00	7	16	1 70	1 70	1 45
120 miles and over 110.....	10	14½	13 80	13 00	15 30	7¾	2 10	8	17	1 75	1 80	1 45
130 miles and over 120.....	10½	15	14 10	13 00	15 60	8	2 20	8	18	1 80	1 80	1 45
140 miles and over 130.....	10¾	15½	14 40	13 00	15 90	8½	2 30	8	19	1 85	1 80	1 46

\*Rates on fertilizers, less than carloads, 25 per cent. higher than carloads.  
For Cotton Tariff, see Special Circular No. 46.



Tariff No. 1, Charleston and Western Carolina Railway Company. Passenger Rates Three Cents.  
 Applies only on business between stations within the State of South Carolina. Does not apply on business between points on the Port Royal Division and points on the Western Carolina Division.

DISTANCE.	Per Hundred Pounds												Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Carload 20,000 Lbs.	Per 100 Lbs.	Cotton Per 100 Lbs.	Fertil- izers, Per Ton 2,000 Lbs.		Fuel, wood, C. L. per cord, 10 cords min.	Brick, C. L. 6,000 min. per 1,000 Brick.				
																			CL	LCL						
	I	2	3	4	5	6	A	B	C	D	E	H														
10 miles and under.....	16	14	12	10	9	8	8	8	8	7	9	10	16	9	6	50	1 00	10 00	9 00	7 00	7	7	1 00	1 20	50	80
20 miles and over 10.....	27	25	26	17	15	12	10	12	9	8	15	17	18	10	8	60	1 15	13 00	11 00	8 00	8	8	1 10	1 32	60	90
30 miles and over 20.....	35	32	26	24	18	16	12	15	10	9	18	24	20	15	9	70	1 30	15 00	12 00	9 00	9	9	1 15	1 44	70	100
40 miles and over 30.....	40	35	29	27	21	18	13	17	12	10	21	27	22	20	9	80	1 45	17 00	13 00	10 00	10	10	1 30	1 56	75	110
50 miles and over 40.....	44	38	32	29	24	19	14	19	13	11	24	30	24	23	10	90	1 60	19 00	14 00	10 50	11	11	1 40	1 68	80	120
60 miles and over 50.....	47	41	35	30	26	20	15	20	13	12	26	30	26	24	11	1 00	1 70	21 00	15 00	11 00	12	12	1 50	1 80	85	130
70 miles and over 60.....	49	43	37	31	27	21	16	20	14	13	27	31	28	26	11	1 05	1 80	23 00	16 00	11 50	12	12	1 60	1 92	90	140
80 miles and over 70.....	51	45	38	32	28	22	17	21	15	14	28	32	30	28	11	1 10	1 90	25 00	17 00	12 00	13	13	1 70	2 04	95	150
90 miles and over 80.....	53	47	39	33	29	23	18	21	16	14	28	32	32	27	11	1 15	2 00	26 00	18 00	12 00	13	13	1 80	2 16	100	160
100 miles and over 90.....	55	49	40	34	30	24	18	22	17	15	30	34	34	28	12	1 20	2 10	27 00	19 00	12 50	14	14	1 90	2 28	105	170
110 miles and over 100.....	57	51	42	36	31	25	19	23	18	16	31	35	36	30	12	1 25	2 20	28 00	20 00	13 00	14	14	2 00	2 40	110	180
120 miles and over 110.....	59	53	44	38	32	26	20	24	19	17	32	36	37	30	13	1 30	2 30	29 00	21 00	13 50	14	14	2 10	2 52	115	190
130 miles and over 120.....	61	55	46	40	35	29	21	25	20	19	33	37	38	31	13	1 35	2 35	30 00	22 00	14 00	15	15	2 20	2 64	120	200
140 miles and over 130.....	63	57	48	42	37	31	22	26	21	20	34	38	39	31	14	1 40	2 40	31 00	23 00	14 50	15	15	2 30	2 76	125	210

For local rates between points in Georgia on the Western Carolina Division, namely: Augusta, \*Bonair, \*Jullaville, \*Morris, \*Jenkins, Evans and \*Savannah, see Tariff No. 2.  
 Southern Freight Classification, with Exception Sheet of the Railroad Commission of South Carolina, applies to this tariff.  
 \*Does not apply on Cotton.

Local Tariff, South Carolina and Georgia Extension Railroad Company.

	Per One Hundred Pounds.										Per Bbl	Per 100 lb	Per Ton 2,000 lbs	Per Car Load 20,000 lbs		Per C 100 P Lbs.	Per Ton 2,000 Pounds.	Crude Cotton Seed Oil.	SPECIALS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Per One Hundred Pounds.													Per Ton 2,000 lbs	Per Car Load 20,000 lbs				Per C 100 P Lbs.	Per Ton 2,000 Pounds.	Spirits Turpentine.	Logs, per C. L., 25,000 lbs.	Rough lumber, per 1,000 feet any quantity.	Cross ties, per tie.	Staves, per car load.	Brick, per 1,000, per car load	Fuel wood, per cord.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Seventh Class.	Coal in box.	es, Barrels or Casks, L. C. L.	Bulk Meats, C. L., Lard, Bacon, Packed.																		Flour, Etc, in Sacks.	Corn, Meal & Hominy in Sacks.	Grain, Peas, Etc, in Any Q'ty	Ale and Beer, in Wood, Car L'd.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
12 miles and under...	19	17	16	12	11	10	10	8	8	8	14	18	9	6	50	1	00	10	00	9	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00	10	00

No single shipment less than 25 cents.  
 Governed by Southern Freight Classification with exception Sheet of South Carolina R. R. Commission.  
 NOTE 1.—Rates on Fertilizer, less than carload, will be 20 per cent. higher than carload rates.

## COLUMBIA, NEWBERRY AND LAURENS RAILROAD.

Local Freight Tariff.—(Same as Southern Railway.)

## CAROLINA AND NORTHWESTERN.

FREIGHT DISTANCE TARIFF.—To be Used in Making Rates Between All Stations.

	Per One Hundred Pounds.																Per Lb.		Per 100 Lbs.				Per Ton 2,000 Lbs.				Per Car Load 20,000 Lbs.				Per ton 20,000 Lbs.		Per C. L. Minimum 20,000 Lbs.
																													Per T	Per R			
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P													
12 miles and under.....	20	18	15	12	11	10	9	10	10	9	10	18	15	10	8	.50	1.25	12.00	10.00	8.00	8	1.00	1.00										
20 miles and over 12.....	30	26	22	19	17	13	12	13	12	11	15	24	20	12	10	.60	1.40	15.00	12.00	9.00	9	1.35	1.10										
30 miles and over 20.....	33	30	26	24	20	16	13	16	14	12	18	26	24	15	11	.70	1.50	19.00	15.00	9.00	10	1.50	1.20										

Note 1.—Classes K, L, M, N, O, P and Wood to be loaded and unloaded by owner.



**GEORGETOWN AND WESTERN RAILROAD.—Passenger Rates, Standard Tariff.  
Freight Tariff.**

	Per 100 Pounds.						Per Barrel.	Per 100 Pounds.		Per Ton.	Per Car Load.		Per 100 Pounds.												
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R	S	T	U
10 miles and under.....	29	26	23	20	15	14	11	14	8	7	18	16	34	12	10	50	1 00	1 00	11 00	10 00	7 00	7	5½	7	80
Over 10 miles and under 21 miles.....	33	30	26	24	17	16	12	16	9	8	20	18	40	16	15	60	1 15	15 00	12 00	12 00	7 50	8	7	8	90
Over 20 miles and under 31 miles.....	37	33	29	27	19	18	13	18	10	9	22	20	46	20	20	70	1 30	17 00	13 00	13 00	8 00	9	8	9	1 00
Over 30 miles and under 38 miles.....	41	36	32	29	21	19	14	19	11	10	24	22	52	24	22	80	1 45	19 00	14 00	14 00	8 50	10	8½	10	1 00
First Class																									
Second Class																									
Third Class																									
Fourth Class																									
Fifth Class																									
Sixth Class																									
Bagging, Ties, Coal in Boxes, Bar-																									
rels or Casks, L. C. L.																									
Bulk Meats, C. L.; Lard, Bacon,																									
Packed.																									
Flour, Meal, Hominy, etc., in Sacks,																									
Rice, Flour, in Sacks.																									
Hay, Straw, C. L.; Corn in Ear, C. L.;																									
Grain, Peas, etc., in any quantity.																									
Ale and Beer, in Wood.																									
Flour, Meal, Grits, etc.																									
Beef and Pork.																									
Whiskey in Woods.																									
Cotton.																									
Coal, Coke, Marl, Slaked Lime, Ice.																									
Cotton Seed, etc., C. L.																									
Iron—Pig, Railroad, etc., C. L.																									
Live Stock, etc.																									
Fire Brick, Slate, Salt, Lime, Ce-																									
ment, Tan Bark, Melons, etc.																									
Rough Lumber, Ores, Sand, Clay,																									
Wood, etc.																									
Spirits Turpentine, Barrel Material																									
and Barrel Hoops in Packages.																									
Rosin.																									
Common Brick, per Thousand Per																									
Car, 5,000 Minimum.																									

To be used  
in connection with  
distance table  
herewith.

No single shipment taken for less than twenty-five (25) cents.

## NORTHWESTERN RAILROAD.

## Freight Tariff.

	Per 100 Pounds.											Per Bbl.
	I	2	3	4	5	6	A	B	C	D	E	F
10 miles and under.....	16	14	12	10	9	8	8	8	8	7	9	16
20 miles and over 10.....	27	25	20	17	15	12	10	12	9	8	15	18
30 miles and over 20.....	35	32	26	24	18	16	12	16	10	9	18	20
40 miles and over 30.....	40	35	29	27	21	18	13	18	12	10	21	22
50 miles and over 40.....	45	38	33	29	24	19	14	19	14	11	24	24

	Per 100 Pounds.			Per Ton 2,000 Lbs.		Per Car Load 20,000 Pounds.			Per 100 Pounds.		Brick per 1,000—per Car 5,000 Minimum.	
	H	J	K†	L	M	N	O	P	R	Rosin.	U	
10 miles and under.....	10	9	6	50	1 00	10 00	9 00	9 00	7	5	7	80
20 miles and over 10....	17	10	8	60	1 15	13 00	11 00	11 00	8	6	8	90
30 miles and over 20....	24	16	9	70	1 30	14 00	12 00	11 50	9	7	9	1 00
40 miles and over 30....	27	22	9½	80	1 45	17 00	13 00	12 00	10	7½	10	1 10
50 miles and over 40....	29	27	10	90	1 60	19 00	14 00	12 50	11	7½	11	1 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 30

No single shipment taken for less than 25 cents.

**GLENN SPRINGS RAILROAD.—LOCAL FREIGHT TARIFF FOR TEN MILES AND UNDER.**  
Between Roebuck and Glenn Springs.

														Ton.			Car Load.				
		1	2	3	4	5	6	A	B	C	D	E	HI	I	K	F	L	M	N	O	P
25	23	21	17	14	13	10	11	10	9	18	20	9	6	20	50	1.00	10.00	9.00			7.00

**PICKENS RAILWAY.—CLASSES AND COMMODITIES.**

BETWEEN EASLEY.....S. C. AND		Per 100 Pounds.												Per 100 Bbl Lbs	Per Ton 2,000 Pounds.			Per Car 20,000 Pounds.			Per 100 Lbs.
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
		12	10	8	7	6	5	5	5	5	5	6	8	12	5	50	65	7.00	6.00	6.00	5
PICKENS R. R. STATIONS.																					
Pickens.....S. C.																					

	PER	RATE.
Fertilizers, C. L., minimum weight 20,000 lbs.	Ton 2,000 lbs.	.65
Fertilizers, L. C. L.	" "	.78
Fuel Wood, C. L., minimum to cords	Cord "	.40



**CHESTERFIELD AND LANCASTER R. R.—SOUTH CAROLINA LOCAL RATES.**

**For Rates of Freight Applying Between Stations on Chesterfield and Lancaster R. R.—Oheraw to Chesterfield Inclusive.**

DISTANCES.	Class Rates in Cents per 100 Pounds.																Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	L	M	Per C. L. 20,000 Lbs.
7 miles and under.....	14	12	10	8	7	6	6	6	6	5	7	8	14	7	45	95	9.00
14 miles and over 7.....	16	14	12	10	9	8	8	8	8	7	9	10	16	9	50	1.00	10.00
																	9.00
																	7.00
																	7.00

	Brick Per 1,000 pounds.	Per Ton 2,000 pounds.		Per 100 lbs.	Cotton in Bales.		In cents per cord.		In cents per 100 lbs.
	Brick common C. L. min. weight 30,000.	Fertilizer C. L.	Less C. L.	Cotton Seed.	In cents per 100 lbs.	Fire wood min. car 10 cords.	Rosin and crude turpentine in cask.		
7 miles and under.....	75	90	1.08	6	8		45	4	
14 miles and over 7.....	80	1.00	1.20	7	9		50	6	



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**ABSTRACT**  
**OF**  
**RAILROAD REPORTS**  
**FOR**  
**YEAR ENDING JUNE 30, 1902.**

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No. 1.—CAPITAL STOCK.—June 30th, 1902.

NAME OF ROADS.	Number of Shares.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Per Mile.	Dividends Declared During Year.	
						Rate Per Cent.	Amount.
1. Asheville and Spartanburg Railroad.....	16500	\$100 00	\$1050000 00	\$1050000 00	\$7482 00	7	\$119000 00
2. Atlanta and Charlotte Air Line Railroad.....	17000	100 00	1700000 00	1700000 00	6839 00		149867 00
3. *Atlantic Coast Line System.....	1000000	100 00	100000000 00	42000000 00	24417 00	11½ to 22.5	
4. Blue Ridge Railroad.....	1000	100 00	100000 00	100000 00	23 72		
5. Branchville and Bowman Railroad.....	250	100 00	25000 00	25000 00	218 18		
6. Carolina Midland Railroad.....	5325	100 00	532500 00	532500 00	4886 00		
7. Carolina Northern Railroad.....	50000	10 00	500000 00	500000 00			
8. Carolina and Northwestern Railroad.....	40000	100 00	2000000 00	350000 00	3211 00		
9. †Charleston and Savannah Railroad.....	12000	100 00	1200000 00	1200000 00	3584 00		
10. Charleston and Western Carolina Railroad.....							
11. Chesterfield and Lancaster Railroad.....	500	50 00	25000 00	25000 00	1748 00		
12. Conway and Seashore Railroad.....	8000	25 00	200000 00	500000 00	6666 66		
13. Columbia, Newberry and Laurens Railroad.....	8000	50 00	400000 00	400000 00	6000 00		
14. Georgetown and Western Carolina Railroad.....	200	50 00	10100 00	6000 00			
15. Glenn Springs Railroad.....							
16. †Green Pond, Walterboro and Branchville Railroad.....	1000	100 00	100000 00	6250 00	6250 00		
17. Hampton and Branchville Railroad.....	1000	50 00	50000 00	5000 00	1748 00		
18. Lancaster and Chester Railroad.....							
19. Lockhart Railroad.....							
20. Northwestern Railroad of South Carolina.....	2000	100 00	200000 00	100000 00	1539 00	6	6000 00
21. Pickens Railroad.....	10000	100 00	1000000 00	63000 00	7000 00		
22. *Seaboard Air Line (Consolidated).....	625000	100 00	62500000 00	62500000 00	24504 42		
23. Seavern and Knoxville Railroad.....	1400	100 00	140000 00	140000 00	8928 00		
24. South Carolina and Georgia Extension Railroad.....	50000	100 00	5000000 00	5000000 00	20737 00		
25. South Carolina and Georgia River Railroad.....	10000	100 00	1000000 00	500000 00	2741 00		
26. Sumter and Wateree River Railroad.....	60	100 00	60000 00	60000 00	879 50		
27. Union and Glenn Springs Railroad.....							
28. East Shore Terminal Co. (City of Charleston).....	50000	100 00	5000000 00	1120000 00	22400 00		
29. *Southern Railway in South Carolina.....	120000	100 00		18000000 00	35240 00	2½	\$1500000 00
30. †The Savannah, Florida and Western Railway Company.....	250000	100 00	25000000 00	19473775 00	11822 00	4	383513 00
<b>Total .....</b>				<b>\$217400625 00</b>			<b>\$3457179 00</b>

\*Entire line. †Charleston and Savannah and Green Pond, Walterboro and Branchville consolidated in Savannah, Florida and Western Railway. Interest on common stock, 1½ and 2 per cent.; interest on preferred stock, 5 per cent. ‡Dividend on \$60,000,000 of preferred capital stock at 2½ per cent.

No. 2.—DEBT.—June 30th, 1902.

NAME OF ROAD.	Bonds.—Amount of Authorized Issue.			Equipment, Trust Obligation.	Total Debt Outstanding or Authorized.	Per Mile.	Stocks and Bonds.		Interest and Debt.		
	First Mortgage.	Second Mortgage.	Income.				Totals.	Per Mile.	Accrued Dur- ing Year.	Paid Durin g Year.	Rate of Inter- est.
1. A. & S. R. R. ....	\$100000 00				\$1000000 00	\$7842 00	\$2050000 00	\$15811 00	\$40000 00	\$40000 00	14
2. A. & C. L. R. R. ....	475000 00		\$750000 00		5500000 00	20810 00	7000000 00	28848 00	\$47500 00	\$47500 00	14
3. A. C. L. System. ....	24529500 00				24529500 00		5929500 00	33851 00	1189995 00	1189995 00	4-5-6-7
4. Blue Ridge R. R. ....	100000 00				100000 00				5000 00	5000 00	15
5. B. & B. R. ....											
6. Carolina Midland R. R. ....	1021000 00				1021000 00		1572500 00	11358 00	43940 00	43940 00	4-6
7. Carolina Northern R. R. ....	500000 00				500000 00		1000000 00	24850 84	21784 99	18731 50	15
8. C. & N. W. R. R. ....	1320000 00		25000 00		375000 00		725000 00	6600 00	22500 00	17468 75	15
9. C. & S. R. R. ....											
10. C. & W. C. R. R. ....	2720000 00		238000 00		5100000 00	15019 00	6300000 00	18553 00	136000 00	136000 00	15
11. C. & L. R. R. ....											
12. Conway and S. R. R. ....											
13. C. N. & L. R. R. ....	990000 00	\$360000 00	77453 00								
14. G. & W. C. R. R. ....	500000 00				500000 00	7575 75	900000 00	13636 38	25000 00	25000 00	15
15. Glenn Springs R. R. ....	16200 00				16200 00	1520 00	21200 00	2120 00			6
16. G. P. W. & B. R. R. ....											
17. H. & B. R. R. ....											
18. L. & C. R. R. ....	135000 00				135000 00	4720 00	135000 00	6468 00	6750 00	6750 00	5
19. Lockhart R. R. ....											
20. N. W. R. R. of S. C. ....	255000 00				285000 00	48 64	385000 00	58 95	11400 00	11400 00	14
21. Pickens Railroad. ....		25000 00			25000 00				1250 00		5
22. S. A. L. (Consolidated) ..	42495000 00		10000000 00	\$2519813 38	58014513 38		117514513 38	45229 10	2599895 11	2900686 83	15
23. Selvern & Kn'x'le R.R. ....							140000 00	9028 00			
24. S. C. & Ga. R. R. ....	5250000 00				5250000 00		10250000 00	42407 00	262500 00	262500 00	15
25. S. C. & Ga. Ex. R. R. ....	1800000 00				1092000 00	59 87	1592000 00	87 23	49140 00		
26. S. & W. River R. R. ....	100000 00				100000 00		108000 00	6704 50	5000 00	5000 00	4-5-6
27. U. & G. S. R. R. ....											
28. E. S. T. Co. (Ch'ston) ..	1300000 00				1300000 00		2420000 00				
29. Southern Ry. in S. C. ....	131471900 00		5097097 64		136568997 64	267 37	816568997 64	51977 00	6378112 42	6366767 50	4
30. S. F. & W. Ry. Co. ....	28906500 00		5000000 00		33906500 00	205 55	53390281 00	32407 00	1260620 82	1716490 00	5
Total .....	\$209186100 00						\$531377492 02		\$10406038 84	\$12778144 58	

\*Entire line. †Consolidated. ‡Jan. and July. §Aug. and Oct. ¶March and Nov. †July. \*\*4, Aug. and Oct.; 7, Jan. and July. \*\*\*Aug. and Oct.

## No. 3.—COST.—June 30th, 1902.

NAME OF ROAD.	Of Road.		Of Equipment.		Of Road and Equipment.	
	Total.	Per Mile.	Total.	Per Mile.	Total.	Per Mile.
1. Asheville and Spartanburg Railroad.....					\$1788690 99	\$13357 06
2. Atlanta and Charlotte Air Line Railroad.....					720000 00	28843 63
3. *Atlantic Coast Line System.....	\$62130169 14	\$36119 46	\$4589150 00	\$2324 87	6698819 14	38844 33
4. Blue Ridge Railroad.....	20000 00	4545 45	11600 00	263 63	21600 00	4808 08
5. Branchville and Bowman Railroad.....	565 93		837 67		1003 60	100 36
6. Carolina Midland Railroad.....					2330808 68	17039 48
7. Carolina Northern Railroad.....	1000000 00		8000 00		1008000 00	26044 73
8. Carolina and Northwestern Railroad.....					46832 75	1425 75
9. Charleston and Savannah Railroad.....					6323908 54	18483 42
10. Charleston and Western Carolina Railroad.....					62651 75	4176 78
11. Chesterfield and Lancaster Railroad.....	53337 93	3595 86	8713 82	580 92	1633027 26	21771 01
12. Conway and Seashore Railroad.....	160206 94	21336 08	32320 32	434 93	1097722 09	15298 82
13. Columbia, Newberry and Laurens Railroad.....	799055 87	12106 90	210666 22	3191 92	39203 30	3820 33
14. Georgetown and Western Carolina Railroad.....	36294 40	3629 44	2308 90	230 89		
15. Glenn Springs Railroad.....						
16. Green Pond, Walterboro and Branchville Railroad.....						
17. Hampton and Branchville Railroad.....						
18. Lancaster and Chester Railroad.....	160475 00		24868 84			
19. Lockhart Railroad.....					186333 84	6460 20
20. Northwestern Railroad of South Carolina.....						
21. Pickens Railroad.....	371252 56	5985 33	14930 77	228 65	386133 33	5913 98
22. Seaboard Air Line (Consolidated).....					24150 00	2693 33
23. Sevier and Knoxville Railroad.....					5060740 21	14840 10
24. South Carolina and Georgia Railroad.....					140000 00	27 52
25. South Carolina and Georgia Extension Railroad.....	714544 37	2963 56	9734531 84	40873 82	10449078 21	43337 38
26. Sumter and Wateree River Railroad.....					1033208 00	8733 50
27. Union and Glenn Springs Railroad.....					106000 00	6704 50
28. East Shore Terminal Co. (City of Charleston).....	26886 54	5335 88	99638 66	19808 00	126825 20	25293 88
29. Southern Railway in South Carolina.....	264417499 67	61962 74	15014163 47	2944 87	279431663 14	54307 61
30. Savannah, Florida and Western Railway Company.....					53285702 10	82348 63
Total .....					\$446525648 13	

\*Entire line. †Consolidated in Savannah, Florida and Western Railway Co. ‡Line in South Carolina.

No. 4.—(Sheet A).—INCOME.—June 30th, 1902.

NAME OF ROAD.	Passenger Revenue.			Income From.			Passenger Revenue.	
	Total Passenger.	Mail.	Express.	Extra Baggage and Storage.	Other Items.	Total.	Total.	Per Mile.
1. Asheville and Spartanburg Railroad.....	\$125389 94	\$11089 74	\$10834 65	\$1594 92	\$227 06	\$23166 37	\$175576 31	\$1908 44
2. Atlanta and Charlotte Air Line Railroad.....	354795 25	120753 14	23544 45	6247 09	673 69	132218 27	510013 52	4083 37
3. Atlantic Coast Line System.....	600693 89	84576 12	50417 07	6741 27	.....	141734 46	742728 35	1078 45
4. Blue Ridge Railroad.....	16517 89	2048 60	518 89	472 01	172 77	3212 27	19730 16	485 13
5. Branchville and Bowman Railroad.....	125605 98	29235 87	6349 47	1085 77	144 40	30706 51	742 70	74 27
6. Carolina Midland Railroad.....	1353 85	.....	.....	.....	.....	.....	163271 49	1138 85
7. Carolina Northern Railroad.....	1353 85	.....	.....	.....	.....	.....	1353 85	87 69
8. Carolina and Northwestern Railroad.....	42894 86	7942 39	1630 27	386 66	.....	9903 31	52853 17	453 66
9. Charleston and Savannah Railroad.....	145074 28	21891 14	6378 29	.....	.....	22269 43	173343 71	543 20
10. Charleston and Western Carolina Railroad.....	706 58	.....	.....	.....	.....	.....	706 58	51 01
11. Chesterfield and Lancaster Railroad.....	40517 36	6501 89	1945 61	.....	1 86	8632 50	49249 86	656 65
12. Conway and Seashore Railroad.....	25472 91	2237 40	1704 15	186 27	.....	4147 82	30620 73	850 57
13. Georgetown and Western Carolina Railroad.....	1467 65	431 76	173 49	.....	.....	605 25	2032 90	206 25
14. Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
15. Green Pond, Walterboro and Branchville Railroad.....	356 30	.....	.....	.....	.....	.....	356 30	.....
16. Hampton and Branchville Railroad.....	8569 03	1408 80	269 26	225 90	.....	1903 96	10472 99	366 19
17. Lancaster and Chester Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
18. Lockhart Railroad.....	12949 40	2144 58	299 95	75 07	.....	2519 00	15469 00	222 19
19. Northwestern Railroad of South Carolina.....	2096 85	398 51	154 15	73 78	.....	628 44	2593 29	230 29
20. Pickens Railroad.....	277874 41	44070 90	32569 86	.....	.....	76640 76	854515 17	1034 00
21. Seaboard Air Line (Consolidated).....	1055 48	745 07	167 43	3 75	3 75	920 02	1975 50	113 27
22. Seivern and Knoxville Railroad.....	422431 47	80116 04	26261 06	5719 00	671 45	62667 55	439599 02	1895 96
23. South Carolina and Georgia Railroad.....	42930 35	8850 42	832 51	.....	.....	9682 93	51713 23	437 14
24. South Carolina and Georgia Extension Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
26. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
27. East Shore Terminal Company (City of Charleston).....	485527 97	62956 54	33556 00	7398 87	765 23	104676 64	592904 61	1904 83
28. Southern Railway Company in South Carolina.....	162339 37	24444 70	25365 92	1963 69	.....	52004 31	214943 68	1449 41
29. Savannah, Florida and Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
30. Total .....	\$2224041 06	.....	.....	.....	.....	\$725125 11	\$3649166 17	.....

\*Consolidated in Savannah, Florida and Western Railway Company.

No. 4.—(Sheet B).—INCOME.—June 30th, 1902.

Name of Road.	Freight Revenue.		Income From		Freight Revenue.	
	Total.	Elevators.	Other Items.	Total.	Total.	Per Mile.
1. Asheville and Spartanburg Railroad.....	\$350669 50				\$350669 50	\$3311 63
2. Atlanta and Charlotte Air Line Railroad.....	822733 88				822733 88	6687 14
3. Atlantic Coast Line System.....	1850268 51				1850268 51	20890 61
4. Blue Ridge Railroad.....	50679 80				50679 80	
5. Branchville and Bowman Railroad.....	3993 20				3993 20	
6. Carolina Midland Railroad.....	224092 33				224092 33	1638 58
7. Carolina Northern Railroad.....	7570 59				7570 59	378 53
8. Carolina and Northwestern Railroad.....	114494 16				114494 16	1047 62
9. Charleston and Savannah Railroad.....						
10. Charleston and Western Carolina Railroad.....	642579 66				642579 66	2114 50
11. Chesterfield and Lancaster Railroad.....						
12. Conway and Seashore Railroad.....	1517 00				1517 00	101 00
13. Columbia, Newberry and Laurens Railroad.....	131344 09				131344 09	1754 25
14. Georgetown and Western Carolina Railroad.....	145927 09		\$150 00		146079 09	2213 28
15. Glenn Springs Railroad.....	3151 86				3151 86	315 08
16. Green Pond, Walterboro and Branchville Railroad.....						
17. Hampton and Branchville Railroad.....						
18. Lancaster and Chester Railroad.....	30509 56				30509 56	1066 77
19. Lockhart Railroad.....						
20. Northwestern Railroad of South Carolina.....	66679 00				66679 00	967 75
21. Pickens Railroad.....	5421 46				5423 46	607 05
22. Seaboard Air Line (Consolidated).....	1040269 88		42 00		1040269 88	3051 72
23. Seavern and Knoxville Railroad.....	2931 98				2931 98	154 36
24. South Carolina and Georgia Railroad.....	822611 43				822611 43	3197 46
25. South Carolina and Georgia Extension Railroad.....	147210 58				147210 58	1244 38
26. Sumter and Wateree River Railroad.....						
27. Union and Glenn Springs Railroad.....						
28. East Shore Terminal Company.....	44184 12				44184 12	8801 00
29. Southern Railway in South Carolina.....	941777 68				941777 68	2560 08
30. Savannah, Florida and Western Railway Company.....	478628 30				478628 30	3236 33
Total .....	\$7895678 86				\$7895678 86	

\*Consolidated.

No. 4.—(Sheet C.)—INCOME.—June 30th, 1902.

NAME OF ROAD.	Passenger and Freight Earnings.		Other Earnings from Operations.						Earnings from Operations	
	Total.		Car Mileage	Switching Charges	Telegraph Companies.	Rents from Tracks, Yards and Terminals	Rents not Otherwise Provided for	Other Sources.	Total.	Total Lines.
1. Asheville and Spartanburg R. R. ....	\$59345 81		\$580 06	\$498 79	.....	.....	\$38 98	\$558 25	\$1784 08	\$77379 92
2. Atlanta and Charlotte Air Line R. R. ....	1332747 40		718 00	1248 99	.....	.....	951 94	1401 78	292825 37	292825 37
3. Atlantic Coast Line System. ....	2892866 86		.....	10334 32	\$4119 66	26773 82	.....	53692 73	8646526 14	2683117 89
4. Blue Ridge R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
5. Branchville and Bommar R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
6. Carolina Midland R. R. ....	387363 82		3 50	120 53	.....	.....	77 20	49 00	387806 95	387806 95
7. Carolina Northern R. R. ....	.....		44 92	.....	.....	.....	.....	41 32	28924 41	167773 23
8. Carolina and Northwestern R. R. ....	494 16		.....	.....	.....	.....	.....	.....	.....	.....
9. Charleston and Wyannton R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
10. Charleston and Western Carolina R. R. ....	816223 37		.....	.....	751 01	10500 00	70222 51	.....	81473 52	963700 20
11. Chesterfield and Lancaster R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
12. Conway and Seashore R. R. ....	9283 58		.....	.....	.....	.....	.....	.....	9283 58	9283 58
13. Columbia, Newberry and Laurens R. R. ....	180593 95		.....	.....	.....	.....	.....	.....	180593 95	180593 95
14. Georgetown and Western Carolina R. R. ....	176997 82		192 00	4351 99	1518 37	.....	2 00	19766 49	202598 97	202598 97
15. Green Springs R. R. ....	3213 76		.....	.....	.....	.....	.....	.....	3213 76	3213 76
16. Hampton and Branchville R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
17. Green Road, Walpole and Branchville R. R. ....	10314 42		.....	.....	.....	.....	.....	.....	10314 42	10314 42
18. Lancaster and Chester R. R. ....	40982 56		.....	.....	.....	650 88	6 00	6 58	41655 01	41655 01
19. Lockhart R. R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina. ....	92148 00		.....	.....	180 17	.....	.....	.....	92148 00	92148 00
21. Pickens Railroad. ....	6136 75		.....	12 00	.....	.....	.....	.....	6136 75	6136 75
22. Seaboard Air Line (Consolidated). ....	1394785 05		264 96	.....	.....	.....	.....	.....	10992405 37	10992405 37
23. Seaboard and Knoxville R. R. R. ....	4687 48		.....	7 00	.....	.....	.....	.....	4687 48	4687 48
24. South Carolina and Georgia R. R. ....	1307710 45		.....	9412 14	872 15	1842 67	4877 49	2845 71	1307560 61	1307560 61
25. South Carolina and Georgia Extension R. R. ....	198923 86		.....	.....	572 74	.....	.....	.....	198923 86	198923 86
26. Sumter and Wateree Rivers R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
27. Union and Glenn Springs R. ....	.....		.....	.....	.....	.....	.....	.....	.....	.....
28. East Short Terminal (C. Western). ....	41184 12		.....	.....	.....	.....	.....	.....	41184 12	41184 12
29. Southern Railway in South Carolina. ....	1531982 23		2837 13	459 27	18 17	8613 33	2980 30	2317 61	87704873 10	87704873 10
30. Savannah, Florida and Western Ry. Co. ....	692971 98		3187 64	2472 48	682 60	.....	.....	7870 14	8319468 79	8319468 79
Total .....	\$11475332 03		.....	.....	.....	.....	.....	.....	\$310614 49	\$11785946 52

\*Consolidated.

No. 4.—(Sheet D).—INCOME.—June 30th, 1902.

Name of Road.	Earnings from Operations in C.	Income From Other Sources.			Income From All Sources.	
		Dividend from Stock Owned.	Interest on Bonds Owned.	Miscellaneous Interest Less Expenses.	Total.	Per Mile.
1. Asheville and Spartanburg Railroad.....	\$52,624 81				\$1734 08	\$5720 07
2. Atlanta and Charlotte Air Line Railroad.....	1332747 40				6867 23	10670 51
3. Atlantic Coast Line System.....	2592966 86				2888117 39	3766 06
4. Blue Ridge Railroad.....					77242 92	
5. Branchville and Bowman Railroad.....					4735 99	
6. Carolina Midland Railroad.....	387363 82				443 13	2832 43
7. Carolina Northern Railroad.....	7570 59				387806 95	378 53
8. Carolina and Northwestern Railroad.....	404 16				57042 80	1531 17
9. Charleston and Savannah Railroad.....						
10. Charleston and Western Carolina Railroad.....	816223 37				81473 52	2557 80
11. Chesterfield and Lancaster Railroad.....						
12. Conway and Seashore Railroad.....	2283 58				2283 58	153 24
13. Columbia, Newberry and Laurens Railroad.....	180563 95				180563 95	2410 91
14. Georgetown and Western Carolina Railroad.....	176697 82				202528 67	3063 86
15. Glenn Springs Railroad.....	5213 76				25830 85	5213 76
16. Green Pond, Walterboro and Branchville Railroad.....						
17. Hampton and Branchville Railroad.....	16954 42					
18. Lancaster and Chester Railroad.....	41655 01				16954 42	
19. Lockhart Railroad.....					41655 01	1466 46
20. Northwestern Railroad of South Carolina.....						
21. Pickens Railroad.....	82148 00				304 68	82452 68
22. Seaboard Air Line (Consolidated).....	8156 75				12 00	1179 94
23. Seaboard and Knoxville Railroad.....	1394785 03				47486 04	906 30
24. Seivern and Knoxville Railroad.....	4667 48				142271 09	4085 72
25. South Carolina and Georgia Railroad.....	1307710 48				13 41	4680 89
26. South Carolina and Georgia Extension Railroad.....	198923 86				19850 16	267 63
27. Sumter and Wateree River Railroad.....					1327560 61	4083 02
28. Union and Glenn Springs Railroad.....					572 74	199496 80
29. East Shore Terminal Company (Charleston).....	44184 12					1682 52
30. Southern Railway Company in South Carolina.....	1531982 29					
*Savannah, Florida and Western Railway Company.....	707154 84				44184 12	6492 92
					16807 36	1548289 65
					14182 86	4164 46
					707154 84	4781 62
Total .....	\$11475332 03				\$310614 49	\$11785946 52

\*Consolidated.

No. 5.—EXPENSES.—June 30th, 1902.

Name of Road.	Maintenance of Ways and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Total Expenses.	Taxes.	Total Expenses Including Taxes.	Per Mile.	Percentage of Expenses to Income.
1. Asheville and Spartanburg Railroad.....	\$70686 27	\$71113 04	\$145047 27	\$14201 66	\$300448 24	\$15277 35	\$315725 59	\$3908 53	59.79
2. Atlanta and Charlotte Air Line.....	174332 07	183771 63	499336 18	41845 20	896535 08	35237 59	931773 67	1778 02	69.56
3. Atlantic Coast Line System.....	397184 32	290321 14	724878 48	63980 64	1476364 58	115631 30	1591996 88	2143 70	55.43
4. Blue Ridge Railroad.....	.....	.....	.....	.....	62991 53	1866 41	64858 24	1397 80	88.34
5. Branchville and Bowman Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6. Carolina Midland Railroad.....	58778 96	70198 73	151044 92	10309 24	291231 75	20925 30	312257 05	2130 24	90.52
7. Carolina Northern Railroad.....	660 01	760 59	2062 10	3352 80	6835 50	.....	.....	378 53	92.90
8. Carolina and Northwestern Railroad.....	7074 32	4741 45	18145 87	3988 44	33950 08	1563 85	35508 93	913 57	39.32
9. Charleston and Savannah Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Charleston and Western Carolina Railroad.....	226357 01	98128 97	316708 70	21681 41	662574 06	43200 00	706074 06	2077 25	73.80
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	1370 97	220 13	1878 12	.....	3724 43	372 06	4096 48	248 29	163.00
13. Columbia, Newberry and Laurens Railroad.....	42538 00	4016 00	51330 00	25827 48	123711 49	6878 06	130539 55	1641 45	.....
14. Georgetown and Western Carolina Railroad.....	19649 21	37006 16	53095 02	9878 01	119628 40	2752 28	122680 72	1817 09	63.90
15. Glenn Springs Railroad.....	735 86	41 37	2944 48	40 25	3761 46	805 84	4067 30	406 73	.....
16. Green Pond, Walterboro and Branchville R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17. Hampton and Branchville Railroad.....	5366 59	1061 58	2474 14	.....	.....	800 09	10212 40	1021 24	65.00
18. Lancaster and Chester Railroad.....	15733 14	1818 98	12694 10	3701 63	33847 80	1524 38	35362 18	1183 40	81.25
19. Lockhart Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina.....	13061 16	2231 62	24646 57	1190 15	41148 50	3950 00	45099 50	591 05	40.90
21. Pickens Railroad.....	8229 39	930 49	4032 40	80 69	8272 77	238 90	8511 67	919 30	101.25
22. Seaboard Air Line (Consolidated).....	169614 25	133754 92	589681 11	57715 64	940765 92	50342 52	1000108 44	2796 21	65.85
23. Seivern and Knoxville Railroad.....	2795 18	1284 35	5650 50	412 09	10143 12	340 86	10482 98	551 54	223.96
24. South Carolina and Georgia Railroad.....	192533 87	190528 52	497970 29	44455 28	925187 96	59235 06	984723 02	3597 34	74.18
25. South Carolina and Georgia Extension Railroad.....	59088 69	19017 87	75968 89	15533 39	168608 83	11136 02	180744 85	1438 72	85.02
26. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29. Southern Railway Co. in South Carolina.....	239591 38	219605 35	543497 85	58222 49	1083917 07	61299 36	1120216 43	3945 14	72.35
30. *Savannah, Florida and Western Railway Co.....	18050 98	97776 58	257605 43	23015 57	486443 66	20128 53	506577 09	3239 26	68.93
Total .....	.....	.....	.....	.....	\$7674186 05	\$472171 14	\$8146308 09	.....	.....

\*Consolidated in Savannah, Florida and Western Railway Company.

†Deficit.



No. 6.—PASSENGER TRAFFIC.—June 30th, 1902.

Name of Road.	Number Passengers Carried.	Revenue.	Number Passengers Carried One Mile.	Number Passengers Carried One Mile per Passenger.	Average Distance Carried, Miles.	Average Amount Received from Each Passenger.	Average Receipt per Passenger per Mile.	Passenger Receipts per Train Mile.
1. Asheville and Spartanburg Railroad.....	213706	7045182	76578	76578	32.97	\$0 71.309	\$0 02.153	\$1 18.809
2. Atlanta and Charlotte Air Line Railroad.....	318771	15885121	123179	123179	48.26	1 11.301	02.806	1 27.228
3. Atlantic Coast Line System.....	1692542	82179619	45515	45515	48.35	1 03.183	02.134	02.973
4. Blue Ridge Railroad.....	79725	4872723	19633	19633	84.36	2 40.598	02.804	1 11.106
5. Branchville and Bowman Railroad.....	24345	675202	6177	6177	27.69	59.906	02.159	72.716
6. Carolina Midland Railroad.....	11379	137550	3555	3555	12.00	29.970	02.479	28.109
7. Carolina Northern Railroad.....	71603	1955888	18169	18169	27.69	59.996	02.159	72.716
8. Carolina and Northwestern Railroad.....	199405	5640675	1767	1767	28.28	72.754	02.572	56.955
9. Charleston and Savannah Railroad.....	1970	29382	1955	1955	15.49	88.990	02.610	6.550
10. Charleston and Western Carolina Railroad.....	1970	29382	1955	1955	15.49	88.990	02.610	6.550
11. Conway and Seashore Railroad.....	1970	29382	1955	1955	15.49	88.990	02.610	6.550
12. Columbia, Newberry and Laurens Railroad.....	8768	882432	24512	24512	24.00	72.000	03.000	43.043
13. Georgetown and Western Carolina Railroad.....	8768	882432	24512	24512	24.00	72.000	03.000	43.043
14. Glenn Springs Railroad.....	16359	295537	10438	10438	18.27	52.445	02.870	74.315
15. Hampton and Branchville Railroad.....	16359	295537	10438	10438	18.27	52.445	02.870	74.315
16. Lancaster and Chester Railroad.....	16359	295537	10438	10438	18.27	52.445	02.870	74.315
17. Lockhart Railroad.....	16359	295537	10438	10438	18.27	52.445	02.870	74.315
18. Northwestern Railroad of South Carolina.....	16359	295537	10438	10438	18.27	52.445	02.870	74.315
19. Pickens Railroad.....	6890	68010	6890	6890	9.00	30.000	03.333	23.626
20. Seaboard Air Line (Consolidated).....	233976	11460947	33922	33922	47.76	1 15.793	03.424	24.000
21. Seaboard and Knoxville Railroad.....	2450	36069	2068	2068	14.72	43.081	02.926	71.248
22. South Carolina and Georgia Railroad.....	68422	29373254	114170	114170	42.92	61.720	01.438	69.559
23. South Carolina and Georgia Extension Railroad.....	55196	1390628	11671	11671	25.01	76.147	03.044	83.251
24. Sumter and Wateree River Railroad.....	55196	1390628	11671	11671	25.01	76.147	03.044	83.251
25. Sumter and Wateree River Railroad.....	55196	1390628	11671	11671	25.01	76.147	03.044	83.251
26. Union and Glenn Springs Railroad.....	602790	21417125	58219	58219	35.53	80.556	02.267	1 02.843
27. East Shore Terminal Company (Charleston).....	1992845	90564110	52267	52267	45.44	96.837	02.109	1 88.250
28. Southern Railway Company in South Carolina.....	1992845	90564110	52267	52267	45.44	96.837	02.109	1 88.250
29. Savannah, Florida and Western Railway Company.....	1992845	90564110	52267	52267	45.44	96.837	02.109	1 88.250
30. Total.....	6754051	273426484	599185	599185				

\*Consolidated.

No. 7.—FREIGHT TRAFFIC.—June 30th, 1902.

Name of Road.	Number Tons Carried or Freight Earning.	Number Tons Carried One Mile.	Number Tons Carried One Mile per Mile of Road.	Average Dis- tance Haul of One Ton, Miles.	Average Amount Received for Each Ton.	Average Re- ceipts per Ton per Mile.
1. Asheville and Spartanburg Railroad.....	646766	29367364	319216	45.41	\$0 54 219	\$0 10 194
2. Atlanta and Charlotte Air Line Railroad.....	929543	54403658	675786	85.04	82 892	01 075
3. Atlantic Coast Line System.....	1370330	13493352	195492	98.25	1 35 024	01 374
4. Blue Ridge Railroad.....	889827	1326356	81703	30.87	62 399	04 185
5. Branchville and Bowman Railroad.....	5413	175450	131916	101.14	1 25 577	01 242
6. Carolina Midland Railroad.....	7806	101489	5074	13.00	79 630	06 120
7. Carolina Northern Railroad.....	82851	746842	20007	22.73	1 18 499	05 212
8. Carolina and Northwestern Railroad.....	548665	41066754	128601	74.85	1 17 171	01 564
9. Charleston and Savannah Railroad.....	1739	26065	1789	15.00	87 380	05 770
10. Chesterfield and Lancaster Railroad.....	118476	10081120	162744	28.00	40 531	01 448
11. Conway and Seashore Railroad.....	360040	10081120	162744	28.00	40 531	01 448
12. Columbia, Newberry and Laurens Railroad.....	22993	585380	20468	25.46	1 32 006	05 212
13. Georgetown and Western Carolina Railroad.....	.....	.....	.....	.....	.....	.....
14. Greenville Railroad.....	.....	.....	.....	.....	.....	.....
15. Green Pond, Walterboro, and Branchville Railroad.....	.....	.....	.....	.....	.....	.....
16. Hampton and Branchville Railroad.....	.....	.....	.....	.....	.....	.....
17. Lancaster and Chester Railroad.....	.....	.....	.....	.....	.....	.....
18. Lockhart Railroad.....	.....	.....	.....	.....	.....	.....
19. Northwestern Railroad of South Carolina.....	.....	.....	.....	.....	.....	.....
20. Pickens Railroad.....	.....	.....	.....	.....	.....	.....
21. Seaboard Air Line (Consolidated).....	10255	92205	10255	9.00	53 000	06 000
22. Seivern and Knoxville Railroad.....	1066799	96885152	284230	68.23	94 846	01 074
23. South Carolina and Georgia Railroad.....	3818	66251	3799	17.35	70 508	04 083
24. South Carolina and Georgia Extension Railroad.....	675603	6262900	243413	92.69	1 21 760	01 314
25. Sunter and Wateree River Railroad.....	127427	5288968	44539	41.35	1 15 525	02 794
26. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....
27. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....	.....
28. East Shore Railway Company in South Carolina.....	101737	61892588	189247	60.51	92 536	01 522
29. Savannah, Florida and Western Railway Company.....	835508	40396323	273171	120.41	1 42 657	01 185
30. Total.....	7687171	627622863	2700870	.....	.....	.....

\*Consolidated. †No report.

No. 8.—COMPARATIVE TABLE OF TOTAL INCOME.—June 30th, 1902.

Name of Road.		1898	1899	1900	1901	1902
1.	Asheville and Spartanburg Railroad.....	\$313,663 77	\$377,619 30	\$450,294 72	\$467,979 44	\$527,979 89
2.	Atlanta and Charlotte Air Line Railroad.....	74,991 82	92,885 56	116,574 18	130,674 71	138,961 4 68
3.	Atlantic Coast Line System.....	196,162 58	185,128 71	249,807 20	255,178 98	268,811 7 89
4.	Blue Ridge Railroad.....	34,728 64	33,896 91	42,444 79	62,130 55	.....
5.	Branchville and Bowman Railroad.....	43,856 66	47,388 03	47,388 99	47,388 99	.....
6.	Carolina Midland Railroad.....	59,843 78	304 38	129,080 28	303,543 96	387,906 95
7.	Carolina Northern Railroad.....	.....	.....	.....	.....	7570 59
8.	Carolina and Northwestern Railroad.....	39,151 48	43,059 36	49,001 28	49,101 40	57,042 90
9.	*Charleston and Savannah Railroad.....	687,487 92	667,370 26	67,6550 23	750,856 49	.....
10.	Charleston and Western Carolina Railroad.....	817,937 42	841,520 55	807,183 17	900,221 67	897,696 89
11.	Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....
12.	Conway and Seashore Railroad.....	.....	.....	.....	.....	.....
13.	Columbia, Newberry and Laurens Railroad.....	182,192 47	152,402 16	172,388 46	178,262 54	2283 58
14.	Georgetown and Western Carolina Railroad.....	877,90 32	554,62 78	424,59 21	103,536 62	180,593 95
15.	Glenn Springs Railroad.....	58,006 48	51,02 14	5312 62	4684 97	202,528 67
16.	*Green Pond, Walterboro and Branchville Railroad.....	251,54 56	202,69 28	317,23 97	39,522 69	5213 76
17.	Hampton and Branchville Railroad.....	47,899 58	47,899 58	47,899 58	54,95 12	.....
18.	Lancaster and Chester Railroad.....	290,020 94	35,648 49	364,02 07	42,021 17	169,54 42
19.	Lockhart Railroad.....	.....	.....	.....	.....	41,655 01
20.	Northwestern Railroad of South Carolina.....	36,607 84	39,919 46	56,671 01	78,977 15	82,452 68
21.	Pickens Railroad.....	.....	.....	.....	.....	81,68 75
22.	Seaboard Air Line (Consolidated).....	.....	.....	.....	.....	144,2271 09
23.	Severn and Knoxville Railroad.....	.....	.....	.....	.....	4680 89
24.	South Carolina and Georgia Railroad.....	12,703 92	124,736 46	123,866 30	132,7560 61	.....
25.	South Carolina and Georgia Extension Railroad.....	141,310 09	198,775 31	207,066 60	.....	199,496 60
26.	Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....
27.	Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....
28.	East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....
29.	Southern Railway Company in South Carolina.....	118,843 43	147,2120 66	151,1565 75	.....	44,184 12
30.	*Savannah, Florida and Western Railway Company.....	.....	.....	.....	152,0694 14	154,8289 65
						707,154 84

\*Now Savannah, Florida and Western Railway Company.

No. 9.—EXPENSES, INCLUDING TAXES.—June 30th, 1902.

Name of Road.	1898	1899	1900	1901	1902
1. Asheville and Spartanburg Railroad.....	\$24,851 01	\$25,518 99	\$31,819 14	\$34,920 83	\$31,579 59
2. Atlanta and Charlotte Air Line Railroad.....	604,038 53	710,313 31	798,379 59	759,278 42	831,772 50
3. Atlantic Coast Line System.....	113,104 40	114,131 80	143,905 99	157,201 62	169,196 88
4. Blue Ridge Railroad.....	34,050 86	36,604 61	38,568 05	50,413 86	.....
5. Broad and Bowman Railroad.....	364 72	2926 51	3891 40	8410 40	.....
6. Carolina Midland Railroad.....	44,422 83	4342 68	17,1906 65	27,4439 45	31,2257 06
7. Carolina Northern Railroad.....	24,384 17	32,616 07	37,011 73	35,475 18	35,603 93
8. Carolina and Northwestern Railroad.....	55,053 54	54,284 63	57,6840 12	56,6172 64	.....
9. Charleston and Wyanan Railroad.....	63,118 14	64,4027 10	70,2893 72	71,6841 16	70,8074 00
10. Charleston and Western Colina Railroad.....	.....	.....	.....	.....	.....
11. Chesterfield and T.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	.....	.....	.....	.....	.....
13. Columbia, Newberry and Laurens Railroad.....	104,855 96	117,059 88	165,994 70	140,969 54	140,648 48
14. Georgetown and Western Carolina Railroad.....	29,712 44	40,165 89	26,893 37	68,779 64	130,589 55
15. Glen Springs Railroad.....	4108 93	4087 80	4022 76	3956 98	129,880 72
16. *Green Pond, Waltherdo, and Branchville Railroad.....	16,491 96	13,257 18	22,292 31	38,862 76	*1067 30
17. Hampton and Branchville Railroad.....	81,950 10	31,959 10	31,959 10	3855 55	.....
18. Lancaster and Chester Railroad.....	21,167 79	24,079 16	25,468 85	40,750 43	10,212 40
19. Lockhart Railroad.....	.....	.....	.....	.....	33,682 18
20. Northwestern Railroad of South Carolina.....	21,640 16	25,177 22	22,895 01	35,005 27	.....
21. Pickens Railroad.....	.....	6399 24	4676 00	7734 61	45,999 50
22. Seaboard Air Line (Consolidated).....	.....	.....	.....	.....	8511 67
23. Seivern and Knoxville Railroad.....	.....	732 59	107,96 83	7674 80	100,0108 44
24. South Carolina and Georgia Railroad.....	85,905 13	95,423 71	80,1495 05	89,111 44	104,82 98
25. South Carolina and Georgia Extension Railroad.....	.....	.....	.....	.....	98,4723 02
26. Sumter and Wateree River Railroad.....	104,053 30	104,053 30	173,069 21	171,254 83	180,744 86
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....
28. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	154,08 40
29. Southern Railway Company in South Carolina.....	71,2286 54	83,9915 75	64,9500 00	102,9891 57	11,20216 43
30. Savannah, Florida and Western Railway Company.....	.....	.....	.....	.....	50,657 09

\*Savannah, Florida and Western Railway Company.

No. 10.—COMPARATIVE TABLE OF NET INCOME.—June 30th, 1902.

Name of Road.	1898	1899	1900	1901	1902
1. Asheville and Spartanburg Railroad.....	\$79812 76	\$132087 81	\$132087 58	\$124769 81	\$212984 80
2. Atlanta and Charlotte Air Line.....	55873 24	215072 25	396363 62	547491 29	407582 04
3. Atlantic Coast Line System.....	649263 13	709897 41	1069222 21	964592 88	1066121 61
4. Blue Ridge Railroad.....	672 78	.....	4086 74	11716 76	12909 68
5. Branchville and Bowman Railroad.....	845 14	811 62	847 60	1325 96	.....
6. Carolina Midland Railroad.....	14921 45	.....	47876 37	29104 48	75649 90
7. Carolina Northern Railroad.....	.....	.....	.....	.....	.....
8. Carolina and Northwestern Railroad.....	11905 31	10443 29	11989 66	13625 27	21488 97
9. Charleston and Savannah Railroad.....	87384 38	120885 68	88410 11	184188 86	.....
10. Charleston and Western Carolina Railroad.....	186319 28	197498 76	194289 46	183380 61	197372 81
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	.....	.....	.....	.....	.....
13. Columbia, Newberry and Laurens Railroad.....	27336 61	36543 28	36231 96	32293 40	.....
14. Georgetown and Western Carolina Railroad.....	8077 88	15276 86	16620 84	38867 69	50004 40
15. Glenn Springs Railroad.....	900 60	24 34	1289 86	728 01	54548 01
16. Green Pond, Walterboro and Branchville Railroad.....	8662 60	7012 10	9431 06	659 98	1146 46
17. Hampton and Branchville Railroad.....	16940 48	16940 48	16940 48	16940 48	7742 02
18. Lancaster and Chester Railroad.....	7868 16	11769 88	7936 22	1270 74	6282 88
19. Lockhart Railroad.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina.....	14967 68	14742 23	88376 00	38971 88	37368 18
21. Pickens Railroad.....	.....	.....	2497 80	1765 00	342 82
22. Seaboard Air Line (Consolidated).....	.....	.....	.....	297798 19	442162 66
23. Seivern and Knoxville Railroad.....	471148 89	635204 91	1746 86	.....	6604 08
24. South Carolina and Georgia Railroad.....	396823 79	396876 29	366241 41	342764 89	843137 69
25. South Carolina and Georgia Extension Railroad.....	34266 79	34266 79	34266 79	35811 77	18761 76
26. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....
28. East Shors Terminal Company (Charleston).....	.....	.....	.....	.....	.....
29. Southern Railway Company in South Carolina.....	.....	.....	.....	.....	.....
30. Savannah, Florida and Western Railway Company.....	471148 89	635204 91	446612 72	490880 27	428078 12

\*Now Savannah, Florida and Western Railway Company.

No. 11.—COMPARATIVE TABLE OF TOTAL INCOME PER MILE.—June 30th, 1902.

Name of Road.	1898	1899	1900	1901	1902
1. Asheville and Spartanburg Railroad.....	\$2498 01	\$4104 55	\$4765 81	\$5213 52	\$5720 07
2. Atlanta and Charlotte Air Line Railroad.....	5699 29	7103 08	8625 84	10462 49	12670 51
3. Atlantic Coast Line System.....	3690 98	3689 62	3699 68	3717 66	3765 06
4. Blue Ridge Railroad.....	1091 98	881 97	1247 88	1326 32	.....
5. Branchville and Bowman Railroad.....	329 40	389 82	442 88	2632 06	.....
6. Carolina Midland Railroad.....	1378 96	66 88	144 13	.....	2832 43
7. Carolina Northern Railroad.....	.....	1188 76	.....	.....	376 53
8. Carolina and Northwestern Railroad.....	1058 14	1224 36	1321 24	1321 24	1381 17
9. Charleston and Savannah Railroad.....	6059 47	4549 84	4694 22	4870 54	.....
10. Charleston and Western Carolina Railroad.....	2475 46	2029 75	2811 46	2813 28	2557 80
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	.....	.....	.....	.....	159 24
13. Columbia, New York and Laurens Railroad.....	1769 56	2032 02	2207 84	2310 15	2410 01
14. Georgetown and Western Carolina Railroad.....	1049 73	1040 63	1179 32	2733 31	3068 85
15. Glen Springs Railroad.....	530 43	501 21	531 36	522 81	.....
16. Green Pond, Walterboro and Branchville Railroad.....	2098 21	1680 10	721 87	1045 13	.....
17. Hampton and Branchville Railroad.....	2098 41	2098 59	2092 60	.....	.....
18. Lanessee and Chester Railroad.....	1014 71	1244 59	1270 28	1462 28	.....
19. Lockhart Railroad.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina.....	899 45	927 98	1380 95	1027 69	1170 94
21. Pickens Railroad.....	.....	464 00	828 00	1054 40	1048 30
22. Seaboard Air Line (Consolidated).....	.....	.....	.....	3762 26	4055 72
23. Savannah, Knoxville and Atlanta Railroad.....	.....	48 00	41 16	440 09	267 62
24. South Carolina and Georgia Railroad.....	.....	.....	.....	.....	.....
25. South Carolina and Georgia Extension Railroad.....	5222 40	5321 24	4893 33	4892 72	4083 08
26. Sumter and Wateree River Railroad.....	1284 49	1280 53	1680 19	1754 80	1681 52
27. Union and Glenn Springs Railway.....	.....	.....	.....	.....	.....
28. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....
29. Southern Railway in South Carolina.....	.....	.....	.....	7360 30	6422 32
30. Savannah, Florida and Western Railway Company.....	3443 41	4611 50	4613 51	3801 45	4164 46

No. 12.—COMPARATIVE TABLE OF EXPENSES PER MILE.—June 30th, 1902.

Name of Road.		1898	1899	1900	1901	1902
1.	Ashville and Spartanburg Railroad.....	\$2,561 21	\$2,773 78	\$3,453 66	\$4,020 86	\$3,908 53
2.	Atlanta and Charlotte Air Line.....	553 30	5683 50	6375 17	5804 66	7178 02
3.	Atlantic Coast Line System.....	1864 48	2038 29	3969 73	2172 81	2143 70
4.	Blue Ridge Railroad.....	1001 49	1078 25	1127 51	1439 55	1497 89
5.	Branchville and Bowman Railroad.....	322 50	266 04	363 69	458 86	453 60
6.	Carolina Midland Railroad.....	807 67	804 42	2004 53	2392 29	2130 24
7.	Carolina Northern Railroad.....	739 00	881 49	1001 31	906 74	378 53
8.	Carolina and Northwestern Railroad.....	6004 95	5396 12	5625 14	4307 47	913 57
9.	*Charleston and Savannah Railroad.....	1976 83	2102 55	2202 66	2123 53	2077 25
10.	Charleston and Western Carolina Railroad.....	.....	.....	.....	.....	.....
11.	Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....
12.	Conway and Seashore Railroad.....	.....	.....	.....	.....	.....
13.	Columbia, Newberry and Laurens Railroad.....	1394 07	1560 78	1562 08	1788 67	1641 43
14.	Georgetown and Western Carolina Railroad.....	825 34	1115 72	790 74	1894 43	1817 02
15.	Glenn Springs Railroad.....	440 59	498 78	402 27	228 26	406 73
16.	*Green Pond, Walterboro and Branchville Railroad.....	1374 83	1107 76	577 52	968 53	.....
17.	Hampton and Branchville Railroad.....	1389 52	1389 52	1389 52	.....	.....
18.	Lancaster and Chester Railroad.....	740 13	859 57	965 34	1381 41	1183 49
19.	Lockhart Railroad.....	.....	.....	.....	.....	.....
20.	Northwestern Railroad of South Carolina.....	531 69	629 43	718 12	464 82	601 05
21.	Pickens Railroad.....	.....	533 27	283 19	841 40	919 20
22.	Seaboard Air Line (Consolidated).....	.....	.....	.....	2790 19	2786 21
23.	Selma and Knoxville Railroad.....	.....	47 11	718 12	542 49	581 54
24.	South Carolina and Georgia Railroad.....	3565 45	3963 43	3474 79	3223 35	3597 34
25.	South Carolina and Georgia Extension Railroad.....	945 76	921 00	1386 05	1354 41	1433 72
26.	Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....
27.	Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....
28.	East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....
29.	Southern Railway in South Carolina.....	2072 52	2230 89	2980 84	3520 10	2560 60
30.	Savannah, Florida and Western Railway Company.....	.....	.....	.....	.....	3045 14
						3289 23

\*Now with Savannah, Florida and Western Railway Company.

No. 13.—COMPARATIVE TABLE OF NET INCOME PER MILE.—June 30th, 1902.

Name of Road.	1898.	1899.	1900.	1901.	1902.
1. Asheville and Spartanburg Railroad.....	\$666 80	\$1230 77	\$1435 84	\$1502 23	\$2307 00
2. Atlanta and Charlotte Air Line Railroad.....	446 98	1720 57	2964 10	4657 83	3264 00
3. Atlantic Coast Line System.....	1234 84	1165 52	1695 60	1644 95	1591 00
4. Blue Ridge Railroad.....	19 78	.....	120 01	319 48	369 00
5. Branchville and Bowman Railroad.....	77 10	73 77	79 10	132 50	132 00
6. Carolina Midland Railroad.....	131 04	.....	*	340 86	552 00
7. Carolina Northern Railroad.....	.....	.....	.....	.....	27 00
8. Carolina and Northwestern Railroad.....	954 52	339 87	324 00	413 41	579 00
9. Charleston and Savannah Railroad.....	271 29	1206 72	968 00	1563 07	.....
10. Charleston and Western Carolina Railroad.....	364 48	617 17	567 44	679 75	581 00
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	.....	.....	.....	.....	.....
13. Columbia, Newberry and Laurens Railroad.....	339 87	471 24	469 79	521 40	666 00
14. Georgetown and Western Carolina Railroad.....	257 72	420 91	433 00	888 89	1523 00
15. Glenn Springs Railroad.....	224 38	2 43	123 98	76 61	114 00
16. *Green Pond, Walterboro and Branchville Railroad.....	90 06	534 38	247 00	64 55	.....
17. Hampton and Branchville Railroad.....	721 88	693 06	693 06	102 10	483 00
18. Lancaster and Chester Railroad.....	533 14	420 33	270 45	89 86	272 00
19. Lockhart Railroad.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina.....	366 03	.....	267 90	562 87	593 26
21. Pickens Railroad.....	.....	.....	.....	213 04	.....
22. Seaboard Air Line (Consolidated).....	1370 92	1730 80	.....	982 07	1397 00
23. Seaboard and Knoxville Railroad.....	.....	.....	.....	.....	.....
24. South Carolina and Georgia Railroad.....	388 63	338 63	217 10	1579 37	1335 00
25. South Carolina and Georgia Extension Railroad.....	1666 95	1627 81	1413 80	400 39	.....
26. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....
28. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....
29. Southern Railway in South Carolina.....	1370 92	1730 80	1197 00	.....	5155 00
30. *The Savannah, Florida and Western Railway Company.....	361 34	1791 10	1215 00	1627 62	1492 00

\*Now Savannah, Florida and Western Railway Company.



No. 15.—LENGTH OF ROAD.—June 30, 1902.

Name of Road.	Main Line		Branches and Spurs		Main Line and Branches.		Yards, Tracks and Sidings.		Gauge of Track, ft. in.	New Lines Constructed During Year in S. C.
	Total.	In S. C.	Total.	In S. C.	Total.	In S. C.	Total.	In S. C.		
1. Asheville and Spartanburg Railroad.....	133.90	92.00	.....	.....	133.90	92.00	21.51	14.50	4.9	.....
2. Atlanta and Charlotte Air Line Railroad.....	298.17	124.90	.....	.....	298.17	124.90	70.73	34.02	4.9	.....
3. Atlantic Coast Line System.....	1005.69	349.02	.....	257.81	1805.64	698.70	264.02	74.83	4.8½	.....
4. Blue Ridge Railroad.....	34.02	34.02	9.98	9.98	44.00	44.00	8.33	8.33	4.9	.....
5. Branchville and Bowman Railroad.....	10.50	10.50	4.00	4.00	14.50	14.50	.....	.....	3.	.....
6. Carolina Midland Railroad.....	128.82	128.82	7.94	7.94	136.76	136.76	17.36	17.36	4.9	.....
7. Carolina Northern Railroad.....	40.24	19.48	.....	.....	40.24	19.48	8.23	1.83	4.8½	7.59
8. Carolina and Northwestern Railroad.....	109.30	37.00	.....	.....	109.30	37.00	5.73	1.95	3.	.....
9. Charleston and Savannah Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Charleston and Western Carolina Railroad.....	245.42	224.95	94.16	94.16	339.58	319.11	40.20	31.06	4.9	.....
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	14.41	14.41	.59	.59	15.00	15.00	.....	.....	4.9	.....
13. Columbia, Newberry and Laurens Railroad.....	75.00	.....	.....	.....	75.00	75.00	3.60	3.60	4.9	.....
14. Georgetown and Western Carolina Railroad.....	36.00	36.00	30.00	30.00	66.00	66.00	2.00	2.00	4.8½	80.00
15. Glenn Springs Railroad.....	10.00	10.00	.....	.....	10.00	10.00	.....	.....	4.9	.....
16. Green Pond, Walterboro and Branchville Railroad.....	16.00	16.00	.....	.....	16.00	16.00	.....	.....	.....	.....
17. Hampton and Branchville Railroad.....	28.60	28.60	.....	.....	28.60	28.60	2.17	2.17	4.9	.....
18. Lancaster and Chester Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. Lockhart Railroad.....	65.30	65.30	.....	.....	65.30	65.30	1.20	1.20	4.8½	.....
20. Northwestern Railroad of South Carolina.....	9.00	9.00	.....	.....	9.30	9.30	.....	.....	4.8½	.....
21. Pickens Railroad.....	2520.19	340.88	20.37	.03	2590.19	340.88	320.56	.....	4.8½	.....
22. Seaboard Air Line (consolidated).....	9.00	9.00	.....	.....	9.30	9.30	.....	.....	4.8½	.....
23. Seaboard and Knoxville Railroad.....	17.44	17.44	.....	.....	17.44	17.44	1.42	1.42	4.9	.....
24. South Carolina and Georgia Extension Railroad.....	256.92	256.92	.....	.....	256.92	256.92	.....	.....	4.8½	.....
25. South Carolina and Georgia Extension Railroad.....	171.30	107.80	10.50	10.50	181.80	118.30	14.91	12.13	4.9	.....
26. Sumter and Wateree River Railroad.....	15.81	15.81	.....	.....	15.81	15.81	.....	.....	4.8½	.....
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28. East Shore Terminal Company (Charleston).....	1.52	1.52	3.50	3.50	5.02	5.02	.....	.....	4.9	.....
29. Southern Railway in South Carolina.....	8008.74	322.20	1356.40	35.08	8225.17	362.88	250.08	65.16	4.9	.....
30. Savannah, Florida and Western Railway Company.....	147.89	147.89	.....	.....	147.89	147.89	.....	.....	4.8½	.....
<b>Total.....</b>	.....	.....	.....	.....	.....	3064.60	.....	.....	.....	.....

No. 16.—BRIDGES AND TRESTLES.—June 30th, 1902.

Name of Road.	Bridges.				Trestles.		Miles.
	Number Iron.	Number Wooden.	Number Combination.	Number.	Aggregate Length—Feet, in.	Number.	
1. Asheville and Spartanburg Railroad.....	4	1	.....	5	914.00	64	11381.00
2. Atlanta and Charlotte Air Line Railroad.....	22	.....	.....	22	5438.09	64	11332.06
3. Atlantic Coast Line System.....	19	5	.....	24	4478.02	847	113479.00
4. Blue Ridge Railroad.....	.....	3	.....	3	2059.00	14	1644.06
5. Branchville and Bowman Railroad.....	.....	.....	.....	.....	.....	.....	.....
6. Carolina Midland Railroad.....	1	.....	.....	1	38.00	59	10930.00
7. Carolina Northern Railroad.....	.....	.....	.....	.....	.....	14	4590.00
8. Carolina and Northwestern Railroad.....	1	.....	1	2	114.02	2	800.00
9. Charleston and Savannah Railroad.....	.....	.....	.....	.....	.....	.....	.....
10. Charleston and Western Carolina Railroad.....	9	2	2	13	8328.06	313	38893.00
11. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....	.....	.....
12. Conway and Seashore Railroad.....	.....	.....	.....	.....	.....	8	755.00
13. Columbia, Newberry and Laurens Railroad.....	1	.....	1	2	1711.00	55	6721.00
14. Georgetown and Western Carolina Railroad.....	.....	.....	.....	.....	.....	7	550.00
15. Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	.....
16. Green Pond, Walterboro and Branchville Railroad.....	.....	.....	.....	.....	.....	.....	.....
17. Hampton and Branchville Railroad.....	.....	.....	.....	.....	.....	.....	.....
18. Lancaster and Chester Railroad.....	8	.....	.....	8	1134.00	27	4234.00
19. Lockhart Railroad.....	.....	.....	.....	.....	.....	.....	.....
20. Northwestern Railroad of South Carolina.....	.....	.....	.....	.....	.....	.....	28.60
21. Pickens Railroad.....	.....	8	.....	8	1800.00	25	58.04
22. *Seaboard Air Line (Consolidated).....	.....	.....	.....	.....	.....	.....	65.30
23. Seavern and Knoxville Railroad.....	.....	.....	.....	.....	.....	.....	10.00
24. South Carolina and Georgia Railroad.....	3	4	.....	7	1890.04	15	2246.00
25. South Carolina and Georgia Extension Railroad.....	1	4	.....	5	13.39	213	28445.06
26. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....	50	8875.00
27. Union and Glenn Springs Railroad.....	.....	.....	.....	.....	.....	.....	15.81
28. East Shore Terminal Company (Charleston).....	.....	.....	.....	.....	.....	7	910.00
29. Southern Railway in South Carolina.....	14	2	1	17	726.00	343	43418.00
30. Savannah, Florida and Western Railway Company.....	7	.....	.....	7	.....	.....	357.28
Total .....	90	29	5	124	.....	2117	147.80

\*Not furnished by States. Included in report of Southern Railway.

No. 17.—EMPLOYEES AND SALARIES.—June 30th, 1902.

Name of Road.	Number of Employees, Including General Officers.	Yearly Compensation Distributed.				Conducting Transportation.
		Total Yearly Compensation.	General Administration.	Maintenance of Ways and Structures.	Maintenance of Equipment.	
1. *Asheville and Spartanburg Railroad.....	.....	.....	.....	.....	.....	.....
2. Atlanta and Charlotte Air Line Railroad.....	1578	\$495601 32	\$95939 30	\$148352 74	\$108510 48	\$389732 90
3. Blue Ridge Railroad.....	92	16995 27	3479 00	6393 08	.....	9912 67
4. Branchville and Bowman Railroad.....	.....	.....	.....	.....	.....	.....
5. Carolina Midland Railroad.....	27	100 98	46 30	28 38	4 80	54 00
6. Carolina Northern Railroad.....	64	16732 89	14365 87	15266 31	11311 14	30811 92
7. Carolina and Northwestern Railroad.....	.....	.....	.....	.....	.....	.....
8. Charleston and Savannah Railroad.....	756	313887 40	55329 96	76976 52	54381 40	.....
9. Charleston and Western Carolina Railroad.....	.....	.....	.....	.....	.....	.....
10. Chesterfield and Lancaster Railroad.....	.....	.....	.....	.....	.....	.....
11. Conway and Seashore Railroad.....	20	4357 72	.....	591 20	2261 63	1504 89
12. Columbia, Newberry and Laurens Railroad.....	104	519 20	.....	.....	.....	.....
13. Georgetown and Western Carolina Railroad.....	156	72708 52	5001 40	19855 00	20514 00	27336 12
14. Glenn Springs Railroad.....	16	2368 40	.....	.....	.....	.....
15. Hampton and Branchville Railroad.....	.....	.....	.....	.....	.....	.....
16. Lancaster and Chester Railroad.....	90	31237 76	2547 92	22055 09	187 19	6456 96
17. Lockhart Railroad.....	62	10780 84	3220 00	5905 08	.....	10664 76
18. Northwestern Railroad of South Carolina.....	15	3090 04	.....	1419 00	.....	2950 00
19. Pickens Railroad.....	1436	542461 08	56098 37	115279 87	73064 49	298018 85
20. *Savannah and Knoxville Railroad.....	.....	.....	.....	.....	.....	.....
21. South Carolina and Georgia Extension Railroad.....	232	86926 24	4298 00	30431 78	10255 49	41945 97
22. South Carolina and Georgia Extension Railroad.....	.....	.....	.....	.....	.....	.....
23. Sumter and Wateree River Railroad.....	.....	.....	.....	.....	.....	.....
24. Union and Glenn Springs Railroad.....	13	7357 00	.....	960 00	.....	6397 00
25. East Shore Terminal Company (Charleston).....	3460	1481416 40	45311 30	319044 20	248872 53	899688 47
26. Southern Railway in South Carolina.....	733	250626 98	21063 53	58876 54	61063 50	121629 41
27. Savannah, Florida and Western Railway Company.....	.....	.....	.....	.....	.....	.....
28. Total .....	8963	\$3531008 00	\$237560 86	\$817936 00	\$590621 65	\$1792963 26

\*Included in report of Southern Railway. †Consolidated.

No. 18.—ACCIDENTS TO PERSONS.—June 30th, 1902.

Name of Road.	Employees.						Passengers.		Trespassers.		Not Trespassers.		Total Passengers and Others.		Grand Total.	
	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total Employees.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Asheville and Spartanburg R. R. ....	16	26	6	48	1	7	1	1	1	1	1	1	1	1	1	49
2. Atlanta and Charlotte Air Line R. R. ....	24	1	8	37	1	7	1	1	1	1	1	1	1	1	1	60
3. Atlantic Coast Line System.....	2	81	14	96	2	32	1	11	24	1	11	25	14	138	14	152
4. Blue Ridge R. R. ....	7	1	1	6	1	1	1	1	1	1	1	1	1	1	1	5
5. Branchville and Bowman R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
6. Carolina Midland R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7. Carolina Northern R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8. Carolina and Northwestern R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9. Charleston and Savannah R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10. Charleston and Western Carolina R. R. ....	15	5	476	897	1	11	4	11	11	1	5	37	5	37	934	934
11. Chesterfield and Lancaster R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12. Conway and Seashore R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13. Columbia, Newberry and Laurens R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14. Georgetown and Western Carolina R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15. Glenn Springs R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Green Pond, Walterboro & Branchville	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Hampton and Branchville R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Lancaster and Chester R. R. ....	2	7	5	7	1	1	1	1	1	1	1	1	1	1	1	7
19. Lockhart R. R. of South Carolina.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20. Northwestern R. R. of South Carolina.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21. Pickens Railroad	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22. Seaboard Air Line (Consolidated)....	5	40	1	8	1	11	8	53	6	7	10	10	7	10	15	60
23. Savannah and Knoxville R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24. South Carolina and Georgia R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25. South Carolina and Georgia Ex. R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
26. Sumter and Wateree River R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
27. Union and Glenn Springs R. R. ....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
28. East Shore Terminal Co. (Charleston)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
29. Southern Railway in South Carolina.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
30. Savannah, Florida and Western Ry. Co.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total .....	10	293	1	45	5	554	9	1185	180	52	81	121	43	121	60	1257

\*Included in report of South Carolina and Georgia Railroad.









